

The Aussie Bicycle Mag

Freewheeling

Volume 1 Number 1 November 1984



Will the new breed
of fat-tyre bike
take over in the cities?

FAT-TYRE FEATURE ISSUE

Registered by Australia Post - Publication No. NBH 2266

Repco-Nishiki

When you Get down to it, They're Great.



NISHIKI OLYMPIC 12

H/BARS: S.R. Maes Alloy, w/ Cushion Grip
 FRAME SIZE: 21" 23" 25"
 TUBING: Tange Champion No 2
 STEM: S.R. Alloy Mod CT
 HUBS: Sanshin, Suntour 13/30 Gold 6SP
 TYRES: Panaracer, small flange alloy O/R
 SHIFT LEVERS: Suntour, TM-10-L
 BRAKES: Dia Compe 630 OS OR
 CRANK SET: Sugini GT 52/40T
 PEDALS: S.R. Mod SP 150
 CHAIN: Izumi Black/Gold
 SADDLE: Ariake Anatomic
 SEAT POST: S.R. Mod CT-P-6
 DERAILLEURS: Suntour ARX
 RIMS: Araya, Alloy Mod 16A
 COLOURS: Anthracite
 MISCELLANEOUS:
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 fittings, Suntour C.T.
 ends, Chain Rest on Seat
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 Protector, AH Brake
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 alloy
 BRAKES: DIA COMPE
 630 alloy
 CRANKSET: SUGINI NO
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 GEARS: SUNTOUR AR
 SHIFT LEVERS: SUNTOUR
 PDL-M down bar
 HUBS: quick release alloy
 RIMS: ARAYA 27" x 1-1/4"
 H.P. alloy
 TYRES: 27" x 1-1/8" gum wall
 touring pattern
 SADDLE: VISCONT ANATOMIC
 SADDLE PILLAR: S.R. alloy CT-P-6
 custom
 ACCESSORIES: Braized-on water
 bottle fittings, chime bell,
 reflector set
 FRAME SIZES: 21" 23" 25"
 COLOURS: Charcoal with silver head
 tube, Burgundy with silver head tube.

REPCO

Available from
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Freewheeling

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Australia Publications

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Cover photo: Is not the fat-tyre sacred! Yes even besuited businessmen can get into the act as the all-terrain bike spawns the all-purpose bicycle. Read all about it in our special section starting page 8. The bicycle on the left is a true blue ATB the Hillman Alpine while the machine on the right is the Shogun Easy Street all-purpose bike. Note the new style chainguard to suit derailleur gears.

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New! from RICARDO... the BUSH BIKE... with the Australian built frame, designed tough in Australia for tough Australian conditions.

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Write On

The Bikes We Need

An open letter to the bicycle industry.

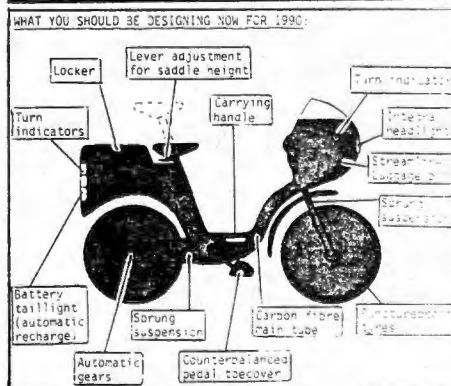
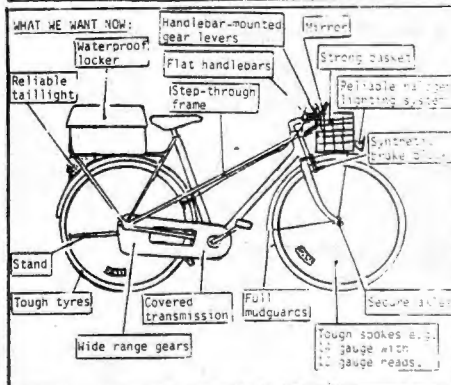
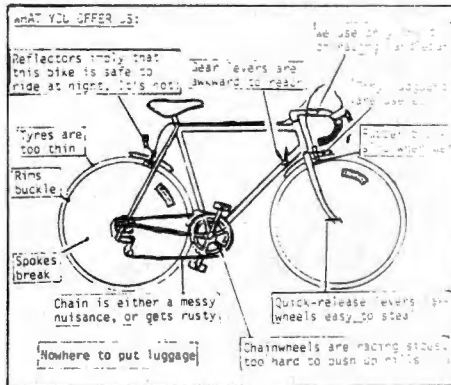
Dear manufacturers, importers and wholesalers,

I write to you on behalf of cyclists who use their bicycles for transport. We ride to work on them, or do long country trips. And there are not just a few of us, either. We are a substantial part of your market.

It may surprise you that people use bicycles as practical vehicles. After all, you drive cars for your travel. If ever you give a thought to why people buy bikes, you probably think of kids playing on them after school, or of the racing blokes, or perhaps of a family riding through the park on Sunday. Well we buy your bikes too, and have to make do with them. But they aren't nearly good enough. In fact, they make us angry.

Let me tell you the sort of bikes we need. The six things on our list may seem strange to you but to us who depend on our bikes to get around, they are obvious:

- First of all, the bikes must be reliable. We don't want them breaking down on the way to work, or out on some country road either. All parts should last for at least 10,000 km without attention. Spokes that won't break, tyres that won't puncture, nuts and bolts that won't come loose, bearings that won't wear out.
- Second, they must be easily fixed, without special tools. All the fasteners should be of the same type, requiring only one spanner. We don't want to have to take our bikes to shops for repairs — that is inconvenient and expensive, but worst of all, it makes us feel helpless and dependent.
- Third, the bikes must be comfortable. Even over rough roads. Easy to straddle, and easy to pedal up any hill we come to. Padded handles we can reach without stretching or craning our necks.
- Fourth, they must carry our luggage. That might be only lunch and a sweater. Or a briefcase and coat. On the other hand it could be the week's shopping from the market, or enough camping gear for a long holiday.
- Fifth, our clothes shouldn't get dirty. Fit mudguards that work. Cover that filthy chain. Abolish leather saddles that stain our trousers.
- Finally, we need to use our bikes at night. Even getting home from work in the winter requires front and rear lights that show up brightly in busy traffic. They must stay on when we



stop, and on fast downhill, and in the rain; and for as long as our trips might take.

There is nothing new on this list. It wouldn't be very difficult to make bikes with all these features, if only you put your minds to it. You have been fiddling around with the same basic design for nearly a century, and it's high time you got it right.

Ron Shepherd

Ron Shepherd is currently Vice-President of the Bicycle Institute of Victoria.

The Bikepath Debate

I really must write to congratulate *Freewheeling* on the touch of sanity brought to the bicycle planning debate by Warren Salomon in the March/April issue. Progress with government planners has been slowed to an almost retrograde rate by over emphasis on separatist development.

Integration of cycling facilities in general transport planning has been slowed by a clamour of conflicting specialist demands. The classic example of a truly great idea that has lacked support is the S.A. initiative on lane widths. Make the kerbside lane a little wider and motorists can pass cyclists safely. The idea works, but its very simplicity has removed effective support on a national scale. Unless cycle activists can focus on consolidating simple yet major achievements like this they will devolve into a disunited babbler.

Much as I like to use cyclepaths when appropriate most of them seem to be the sort of places that parents let their children go after they've learnt to ride safely in the back streets.

Gary J. Wilson
Richardson ACT.

Adventure Travel Update

Bicycle tours and hire in N.E. Victoria

Over the past 3 years, Bogong Jack Adventures have evolved a comprehensive range of one to seven day bicycle tours. They not only have a fleet of 20 quality, geared, touring bikes and tandems, but also the back-up and local knowledge to provide a quality adventure holiday experience.

For those doing their 'own thing', the bicycles may be hired for \$6.00 per day. An 11 seater 4/W/D and trailer to carry 12 bikes provides excellent support for touring groups.

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Overnight tours provide either camping or hotel/motel accommodation. Camping equipment is provided and as it is used for winter snow activities. It is very good quality. Two person dome tents are used. Generally, groups stay at historic hotels with rustic charm, so much part of the region's golden past.

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From the Publisher

Compulsory Helmets

Every two or three years the issue of compulsory helmet wearing makes a come back. This time its the Road Traffic Authority of Victoria which is publicly canvassing support for the power to force the estimated half

million cyclists in that state to wear a bicycle helmet.

Part of the campaign is an alarming television advertisement which compares the bike rider's head to an egg being pierced by a falling spike. The ad is a classic example of advertising scare tactics gone mad. To the casual observer cycling under these conditions is positively dangerous. The ad is a good example of what ill-

informed bureaucrats will do with public money when they are under pressure.

Under pressure from where and from who?

Public servants are always under some kind of pressure from their political masters or from client organizations (usually the industry lobby groups). In this particular instance the pressure is probably the political need to be seen to be doing something about the cyclist road toll.

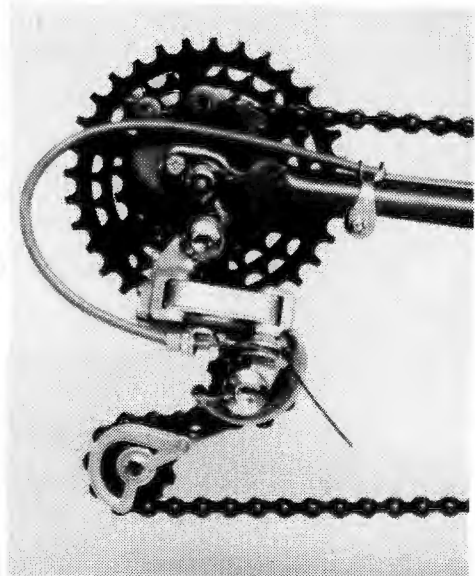
The Victorian Government deserves credit for its efforts to encourage cycling and make the riding environment safer. Its State Bicycle Committee has long been recognised for its often enlightened attitudes to safety issues. Other sections of government have been less progressive.

The RTA move comes at a strange time. There is no support for compulsory helmet wearing in either the industry or the advocate/activist scene. In both groups there is however almost unanimous support for Government *encouragement* of all forms of safety measures such as helmet use. There is some support from at least one helmet manufacturer who sees bicycle related products no different from any other item on the supermarket shelf and would appreciate the increased sales that government legislation would bring. The bicycle industry on the other hand fears a dramatic fall-off in cycling if every one is forced to wear an item that costs an average of forty dollars.

There is even some evidence that compulsory helmet use doesn't achieve its objectives. Some preliminary statistics available on motorcycle accidents show that in one state after an initial fall (when helmets were made compulsory) the accident rate actually increased to previously higher levels. This was probably due to the false sense of personal safety on the part of helmet wearers.

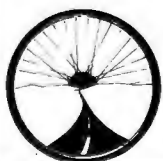
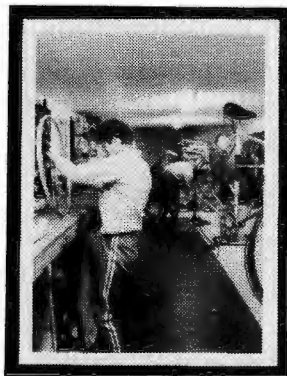
The fact is that forcing every one wear a helmet will not make the riding environment any safer. Wearing a helmet is good sense for the rider (*Freewheeling* certainly encourages their use) and there is a bewildering array of models to choose from. Most are not approved under the present arrangements and few will be if the Standard continues to insist on expensive testing and licensing procedures. As well there is no provision for recognising other standards from manufacturing nations such as the USA or Japan

The point is, that for politicians and public administrators, making helmet



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wearing compulsory is a big cop out. It gives the public the impression that they are doing something about safety while the riding environment is as dangerous as ever. At the moment there is at least \$12 million being spent on bicycle facilities throughout the country. This is mostly through Com-

munity Employment Programmes and is more than any other time in this country's history. Much of this is being spent willy nilly at the discretion of isolated local councils on paths which do not and can not serve a transportation function.

A much better use of this money would be to upgrade and strengthen existing educational programmes such as Bike-Ed in schools and the proposed Australian Effective Cycling course for adults. In addition to this the issue of rider safety has to be carried to the motorist and backed up

by sound enforcement of the type now being implemented in Geelong and Newcastle.

There are many more worthwhile measures which will not only improve overall rider safety but will also encourage cycling generally. Forcing helmets onto heads doesn't do either but encouraging helmet use could if the present advertising scare tactics were made more positive and addressed the real issues instead of treating us all like a lot of egg-heads.

Warren Salomon

CYCLISTS' ACCOMMODATION DIRECTORY

The Directory is a list of people who offer simple hospitality to touring cyclists. Anyone on the list can stay with anyone else on the list.

Cyclists who use the Directory are asked to write or call in advance. They are urged not to drop in unannounced.

To be included on the list, please send me your name, address, and ph number, with an indication of where you live, e.g., 7 k SE Melbourne GPO.

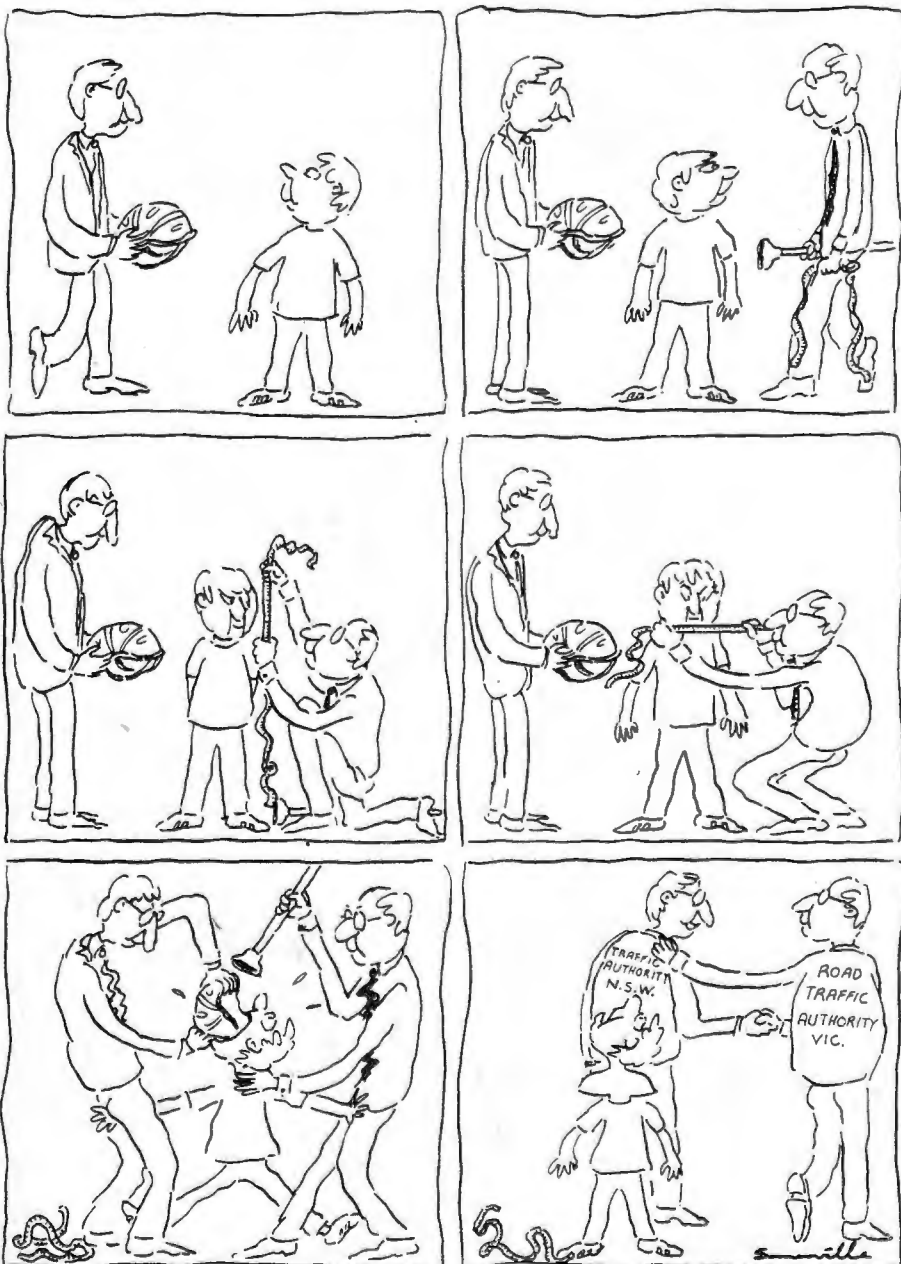
Please enclose a stamped, self-addressed 230 x 60 mm envelope for your copy of the Directory.

The Directory is printed and distributed privately, and a \$2 donation to defray costs would be appreciated. Send to:

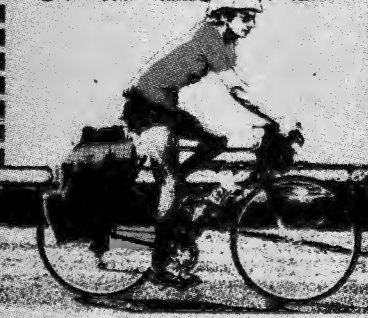
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At last a bicycle for Australian conditions

The fat-tyred mountain bike has arrived. In this issue we present a series of articles which look at the many uses of these versatile machines as well as the bikes themselves.

Perhaps the most popular use will be the bush exploratory rides such as the kind organized by the newly formed Fat Tyre Flyers club of Melbourne. This is the story in pictures of one such jaunt into the wilds 'somewhere just past Powelltown.' Photos by Dave Cooper.

The ride took place in the ranges east of Melbourne and for most of the way followed an old logging railway track bed.

Thirteen riders took part and a good time was had by all even though some 'bush bashing' was required when the track met wash-aways and steep slopes.

There are many thousands of kilometres of bush fire trails waiting to be ridden by these go-anywhere machines. Of course like all intruders into the wilderness the all-terrain bike rider will need to be responsive to the environment but used properly the fat-tyred bike will cause less damage and erosion than the hooves of horses.

As always the bicycle allows the rider to move silently and





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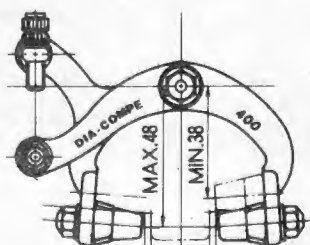
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effortlessly through the bush and with wide-range gearing hills are a push over. Down-hills considered perilous on skinny-tired touring bikes become less so on the all-terrain machine.

Apart from the pleasures of individual and group tours in the back-woods the highly organized and structured activity of off-road racing is starting in this country. As the sport of cyclo-cross (off-road racing as it is practiced in Europe with skinny tired bikes) has never taken on in Australia so there are many hardy souls eager to give it a try.

The forthcoming Apollo National Mountain Bike Championships will drag many off-landers out of the wood work and on to the track. A full preview of this exciting event forms part of this issues Fat Tyre Feature.

The most significant recent development has been the emergence of the All-Purpose Bicycle (APB) and the coining of the title All-Terrain Bicycle (ATB) for the Mountain Bike. The APB is not just a down market ATB. It is a bike that honestly attempts to bridge the wide gap between ordinary street riding and off-road use - hence the name 'all-purpose'.

The end result is a machine which is a joy to ride in a wide range of environments. The frame geometry is similar to a conventional touring bike and its 'in between' 26 x 1.5 tyres are an excellent compromise. At present with only a few models of this type on sale (see survey) a few fine details (such as the caliper arm braking system) have still to be properly refined. In spite of this it is a bike with a great future in this country.

Above all the APB is an extremely comfortable bike to ride. If the fun has gone out of your riding then this bike will give you new energy and interest.

As for the ATB or Mountain Bike its uses in this huge country of ours are likewise limitless. The thousands of kilometres of dirt road and trail are there waiting for the modern fat-tyred explorer.

AUSTRALIAS MOUNTAIN BIKE HEADQUARTERS



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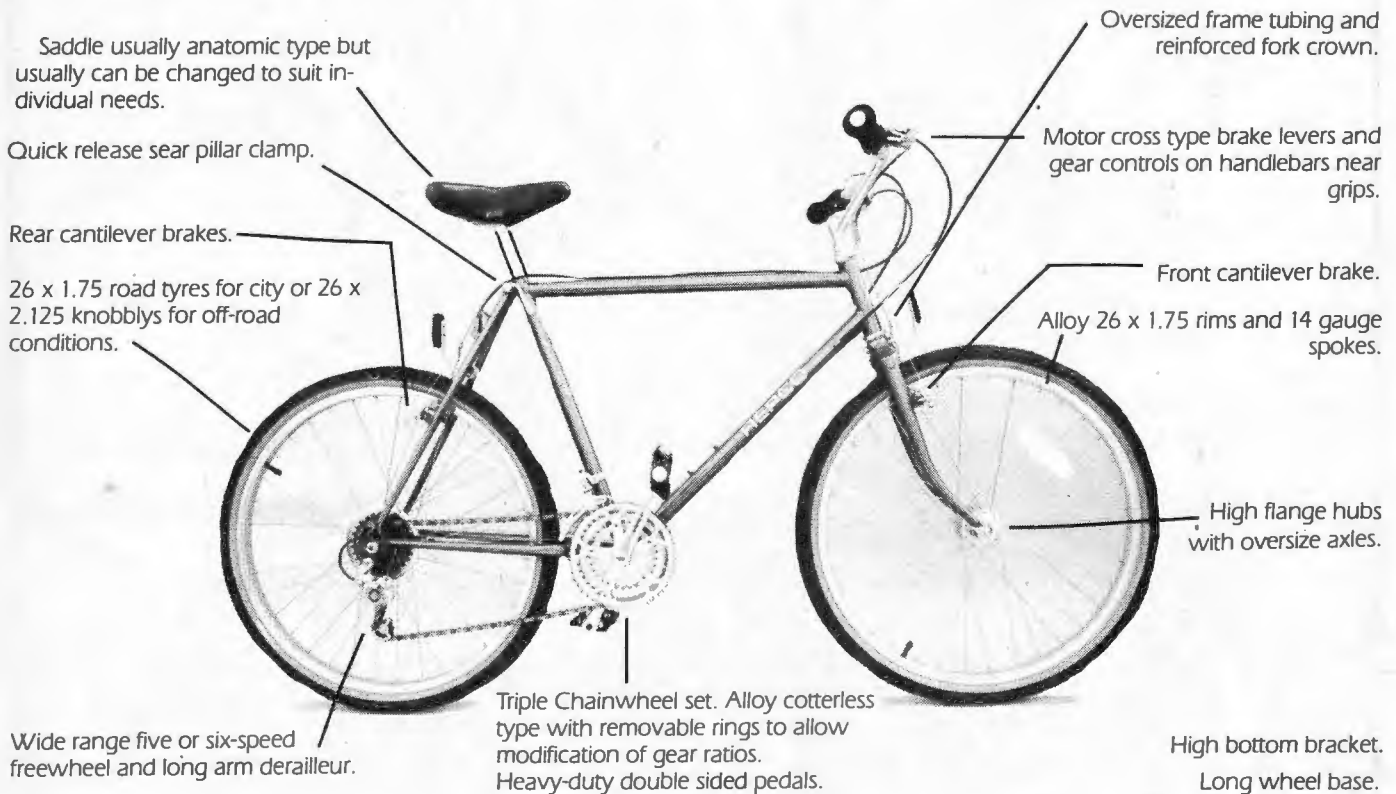
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Fat Tyre Feature

How good is the all-terrain bike

A look at how the current designs perform off-road and on-road



Does the all-terrain bike suit Australian conditions and will it take on in this country? As an owner and hirer of all-terrain bicycles, frame builder Wayne Kotzur calls on his extensive technical experience to seek answers to these important questions.

At the moment the north American continent is humming to the sound of fat tyres. Present sales of all-terrain bicycles (ATB's) are projected at 7.5% of total bicycles sold (up from 3% in '83) according to the Bicycle Manufacturers Association. Not bad considering that the ATB, or to use its other title, -mountain bike- has only been around for two or three years.

Robust, with plenty of stopping power, the ATB is the definitive adult version of the successful BMX. As its development continues its perceived

role as a fun machine will widen to include backroads touring and city traffic jamming.

The combination of extra deep, wide tyres, low gearing and fantastic brakes makes the all-terrain bike eminently suitable for rough road touring. Grip on sandy and rocky roads is assured due to the fat tyres. Down-hill runs, usually hazardous on skinny tyres, can be much more precise and less damaging to equipment.

It is even possible to keep up with motorbikes on rough down-hill sections,

if you don't lose your panniers along the way. Mind you, one sees very little of the scenery if one chooses Mulga Bill style descents.

Traffic jamming, with its emphasis on poor road surfaces, kerbs, drainage grates, and quick braking lends itself to the ATB. The more upright riding position is in its self a good road safety feature. Wide handlebars provide superb stability for standing on the pedals where quick traffic starts are needed.

The gearing fitted to most ATB's is what one would expect on a well set-up touring machine. With an emphasis on low range this type of gearing enables a rider to tackle hills of surprising steepness. The 15 or 18-speed derailleur gearing system is adequate but is wide open to mud and rocks.

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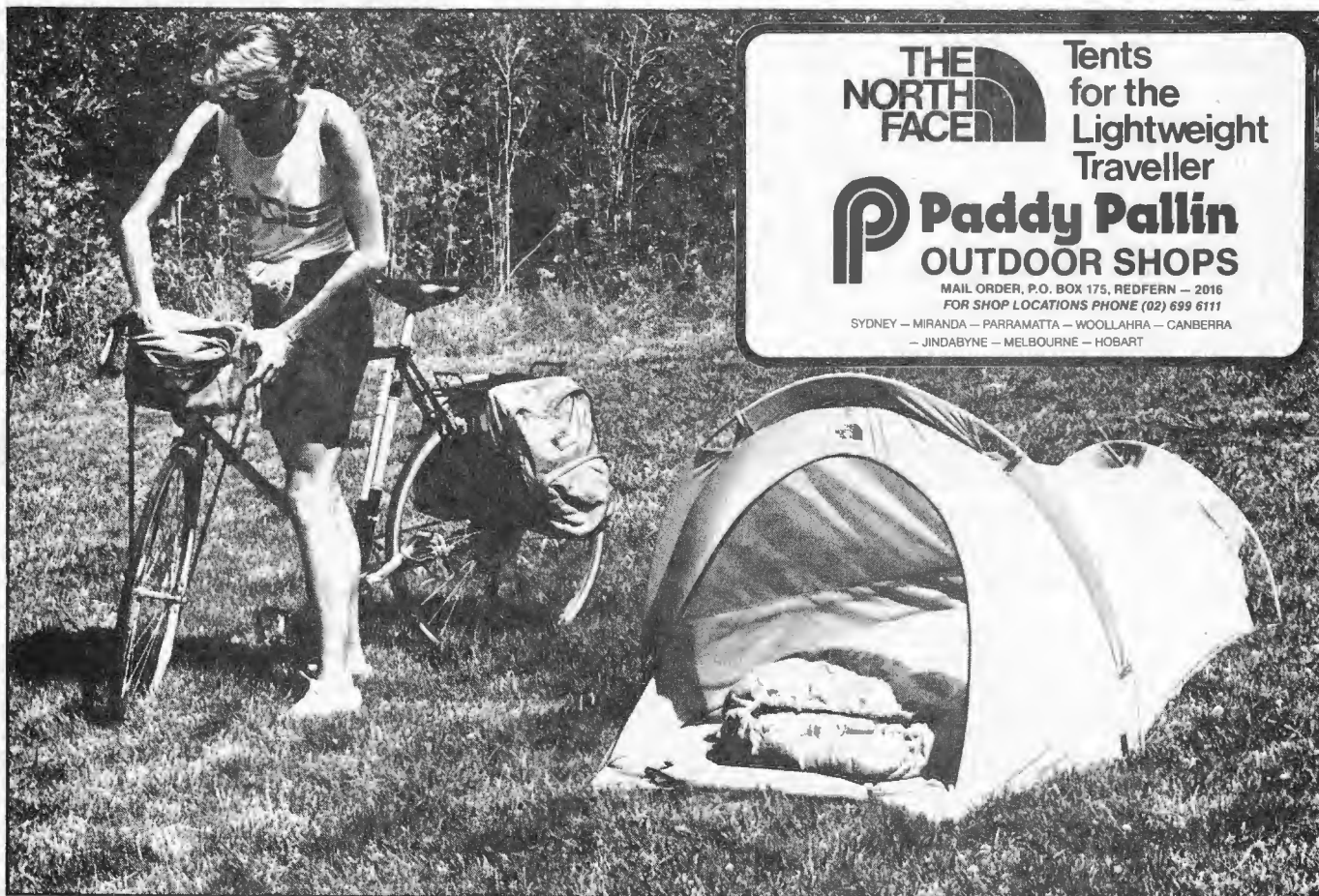
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If the roads are bad and the distances are short I will usually select my mountain bike. As soon as any significant distance on half reasonable roads is involved I will consistently choose my touring bike.

Basically mountain bikes are harder to push. The smaller and fatter low pressure tyres have a greater natural rolling resistance than normal touring tyres. While a lot of development on raised centre ridge tyres for bush bikes has been done, standard narrow tyres will always offer a quicker ride. On bad roads it is imperceptible; on smooth sealed roads it is obvious.

In addition the smaller wheels are more affected by ruts and other road irregularities. This is one reason why turn-of-the-century bicycles had 28-30 inch wheels - to iron out the rough roads characteristic of the pre-motor vehicle.

The major benefit of the ATB wheel, by virtue of its large cross section, is its ability to absorb road shock progressively before a road projection hits the rim and permanently damages the wheel. They are virtually indestructible, especially considering their low overall weight.

I own a piece of land in the Bega district half way between Sydney and Melbourne. One might be tempted to call it rough as it is dotted with heaps of serrated tussocks and rabbit holes on slopes of up to thirty degrees. Riding down the slopes is exhilarating, provided you don't think of going back up the same way! In fact the present designs tend to ignore the problems of climbing hills. A brief look at some of these problems is a useful way of analysing current mountain bike designs and future trends.

The three major problems associated with up-hill riding are poor seat position, front wheel lift and flop (oversteering) and close pedal to ground clearances.

Most current ATB frame designs have opted for a very laid back (low angle) frame mimicking the racing bicycle of the 1900's. They have head and seat tubes (usually parallel) at 68 to 69 degrees to the horizontal. This is generally done to reduce road shock and skittishness of the steering. So far so good.

The disadvantage of such an arrangement is that the seat is placed a long way behind the pedals (and the weight of the rider is further from the centre of the wheelbase). This position makes it more difficult to pedal at a quick cadence and places more emphasis on slow strong pedal strokes. This is a less efficient way of pedalling and there is physiological evidence to show that this form of leg movement is bad for the knees.

The designers of the early racing bikes overcame this problem with an elbow shaped seat post which allowed the saddle to be positioned forward of the seat

tube and closer to the cranks. To test this out I constructed a forward elbow seat post and fitted it to my own mountain bike as well as to others. The difference was noticeable. Every one who tried the new seat position felt the handlebar position more comfortable and the pedals easier to push.

I understand that one US company makes its ATB's with conventional seat/down tube angles of 72/73 degrees. The others I suspect, and the Japanese must fall into this category, are too concerned with jumping on the mountain bike band wagon to properly research their designs.

A further problem which relates to climbing ability concerns the length of the chain stays. Generally in an effort to create a bike with sloped back angles and a long comfortable wheelbase designers have exacerbated the problems discussed above by using extra long chain stays. Shorter chain stays are now preferred by most amateur and professional off-road racers in the USA as a way of positioning body weight over the rear wheel for better traction up hill.

Both touring bikes and mountain bikes suffer from oversteering when using front panniers. Low mounting bags are the best remedy for this type of frame. Different to the oversteering problem is the tendency of the front wheel to lift when climbing steep hills. Often it is necessary to stand in the pedals to gain more power. Under these conditions it is important to crouch down over the saddle so that the body weight is behind the cranks. Too far forward and the rear wheel will lose traction - too far back and the front wheel will lift. Obviously the right technique will need to be practiced.

For fully seated climbs the forward saddle mounting method described above will better suit the greater number of climbs done from this riding position.

Finally ground to pedal clearance is still a problem not fully solved by current designs. Traditionally ATB bottom brackets are no more than 2-4 cm above those of normal road type bikes. The practice of fitting extra long (175 and 180 mm) cranks further reduces clearance and should be avoided unless the rider is very tall. Crank length should relate to leg length; fitting long cranks to gain greater leverage reduces leg movement efficiency and lowers crank and pedal clearance.

Certainly the present designs are perfectly adequate for most of the riding conditions they will experience but as the more adventurous pedal out into the back country more often newer designs will evolve. The degree of compromise built into the mountain bike of the future will be the thing which will set apart the high performance machines from the street clunkers. The ATB's from the APB's.



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Fat Tyre Feature

Climb every mountain...

All-terrain bike enthusiast Warren Salomon a conservative rider at heart (not wishing to relive the agonies of his youth) gives a few hints on the best techniques for all terrain biking.

With the sport of off-road riding only just under way in Australia one could safely assume that there will be a lot skinned arms and legs around the country before proper riding style is mastered.

There is no doubt that dirt road and dirt trail riding requires a different approach to that of riding on sealed surfaces. Firstly the riding surface must be continually scanned to find the easiest path. On a level gravel road or fire trail there is quite often a narrow rideable strip (usually towards the edges) where often high speeds can be maintained for good distances. Good stretches do not go on for ever for as soon as one becomes accustomed to a particular section of the track the surface geography will change and the illusive 'smoothway' will have to be looked for once again.

The most important lesson to be learned about dirt riding is similar to the cardinal rule of white water canoeing: to maintain control you always have to be moving faster than the water. To steer a canoe you have to be putting in power so that you are not swept along with the reckless current.

So it is with dirt biking. In order to steer and adequately control the bike in a loose and unpredictable surface one must always be able to power out of difficulties. Free falling down a slope using only the brakes works fine on the bitumen but is suicidal on the dirt.

When descending on loose surfaces always ride in a gear comparable to your speed. Likewise avoid over-using the front brake as it is easy to over balance if the pads bite too hard.

The all-terrain bike has many features to make rough riding more enjoyable and safe. The quick release seat post clamp allows the seat to be adjusted for any situation. On steep up-hills where it is important to remain on



or over the saddle for traction and efficient leg movement the saddle is raised to the normal road position. For down-hill and rough road conditions the saddle is often lowered to its bottom position so that the riders body can respond to the demands of the road.

On steep drops the best body position is back over the rear wheel while a sharp off camber corner may require you to put your leg down for stability.

Balance is of utmost importance. When quickly descending or on the flat it is best to stand in the pedals with the cranks horizontal. The body weight in this manner is supported over the bottom bracket and distributed overall

equally between the wheels. Riding with the body weight on one crank often destabilizes the rider and makes it difficult to put a leg down in time.

Getting to know the basics of dirt road geography can be a great advantage as experienced road 'readers' can often see a bad patch long before it comes up. Dirt roads are subject to erosion and a study of the drainage patterns can often produce a few handy 'rules' for rough road riding.

On properly cambered (sloped) corners loose gravel is washed down to the inside of the curve. Here there are often drainage ruts and channels. The top or outside edge usually offers the smoothest path but care is needed riding this 'top of the ridge.'

Generally the surface conditions will be different where there are motor vehicles using the track as drainage patterns are redirected by their heavy wheels.

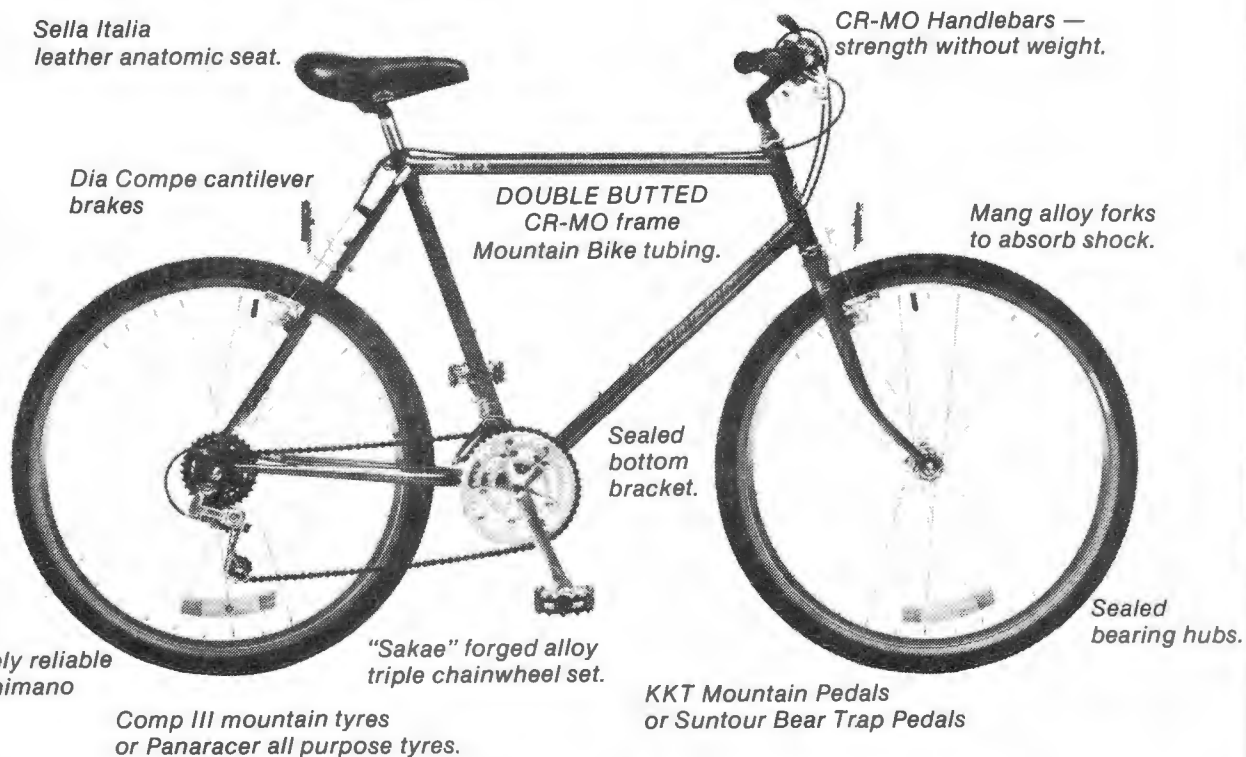
When the road is washed away completely the bike will need to be carried. Here technique is important. The frame is best slung over the outer part of the right shoulder so that it rests in the part of the frame closest to the saddle. The frame is best supported from the left side opposite to the chain, the right hand holds the handlebars and controls movement and direction while the other hand is free to provide stability and balance.

Special frame pads and fittings are now available in the USA to ease the pain of carrying a raw metal frame.

Above all the best way to avoid losing too much skin is to get to know your machine under less demanding conditions. Get the feel for your machine by riding it as often as possible. Practicing on curb gutters is often a good way of developing the sense of timing and confidence so necessary for safe controlled trail riding.

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Fat Tyre Feature

Apollo National Mountain Bike Championships

The Freewheeling Fat Tyre Fanatic previews the first ever mountain bike 'nationals.'

Date:- Sunday, August 19, 1984.

Venue:- Main Street, Sofala, Mid West New South Wales.

Course:- 79km loop, 8% bitumen, 92% dirt.

Starting time:- 10.30am sharp.

Entry:- \$5.00 or \$8.00 on the line on the day.

Entry closing date:- Last mail Friday, 10th August, 1984.

The new and exciting cycle sport, Mountain Bike Racing, has its debut here in Australia with this great event that will prove to be a challenge to all competitors. For those without Mountain Bikes there is the chance of winning the N.S.W. Offroad title by entering in one of the other 3 classes in this event. The classes are:

Class 1. Mountain Bike 2. Cruiser 3. BMX 20" 4. Roadbike. All are subject to official classification on race day.

It is compulsory to wear riding gloves and either a crash hat or helmet. Prizes will be awarded to the first rider in Class 1 to finish (the Nat. Mountain Bike Champ.) and 2nd, and 3rd; the first rider of any class to finish (the N.S.W. Offroad Champ.) plus 2nd and 3rd; the first rider finished in class 2,3, and 4.

NOTE: All riders must be at the line with their bikes at 9.45am for the official classification of the bikes.

On Sunday August 19 this year the first ever Apollo Mountain Bike 'Nationals' will be held near the small NSW central tablelands town of Sofala.

This sleepy little ex gold mining town is situated about 40 km from Bathurst west of the Blue Mountains. Each weekend the town's population grows dramatically as tourists from Sydney and the surrounding towns swarm in to soak up the historic atmosphere and the food and drink supplied (at moderate cost) by the Sofalan business people.

The town is known to some as the setting for one of movie director Peter

Weir's lesser known films 'The Cars That Ate Paris.' In this surreal cinematic allegory the cars themselves take revenge on towns folk who make a living from the strangely high numbers of vehicular accidents and crashes which occur in the area.

On the weekend of the Mountain Bike National titles the cars that ate Paris will be replaced by the ATB's that devoured Sofala. This is not to say that a few competitors will not be consumed by the course.

The race starts at the Royal Hotel in the town's main street and follows a rugged 79 km loop over two appropriately named hills - Darkies Pinnacle and Mount Horrible. The course

has been chosen for its variable terrain and surface condition.

After the first four kilometres of bitumen out of town the course crosses its first 'wet' river crossing followed by the punishing climb up Mount Horrible (400 metres in 5 km). It will be at the top of this climb that an eventual race leaders will be identifiable.

On the other side the rough road surface prevents any slackening of concentration and the down-hill grade can only mean more hills ahead. The second major climb is over Darkies Pinnacle an ascent of 250 metres in 6 km on a deteriorating road surface. Part of this track rises 200 metres in only 2 km. From the top the road plunges back down into the valley of the Turon River (dropping 450 metres in 6 hair raising kilometres) to become a four-wheel drive track punctuated with at least five unmade 'wet' creek crossings.

It is this section of the course that will quickly turn to mud if weather conditions before and during the race turn foul.

The last river crossing brings the return of the bitumen and, for the winners, a triumphal 4 km run into town.

Cash prizes will be awarded to the winners of the four classes: Mountain Bike; Cruiser; BMX (20" wheel); and Road Bike. The first bike rider across the line regardless of class will become the NSW Off-Road Champion and the first Mountain Bike rider will become the Mountain Bike Champion of Australia.

While the competitors are slogging it out spectators back in Sofala will be well looked after. The town boasts an excellent French Restaurant, Hotel and

General Store. In addition the towns people will provide street stalls and a Bar-B-Que in the main street. Camping is permitted in a picturesque site across a footbridge over the Turon River.

All available accommodation in the town will be taken up by the race organizers however in nearby Bathurst (30 min by car) there are a number of hotels and motels to suit any required class of accommodation.

The event will attract riders from all over the country and bring out the first ever mountain bike competition teams. Hillman Cycles of Melbourne will enter a team of four riders which will be fully supported by Hillman staff. Hillman sales manager Alan Hill says that he is entering a team of experienced riders with plenty of off-road experience. Team members are Lloyd Foster, Andrew McDonnell, Steve Law and Dehan von Alefoldt.

Australia's one and only mountain bike club the recently formed Fat Tyre Flyers Club in Melbourne will be fielding a large team. Many of its members will be making the trip north to race or support other riders.

The only other team to enter at this stage is the Mackka Team. Individual riders will make up most of the field with experienced hopefuls competing like Chris James who is attempting to take out the Australian fat tyre trifecta. Chris is an ex BMX and Cruiser champion of Australia and will be sponsored

by Turramurra Cycles of Sydney. He thinks that as the event is brand new it is anyone's guess who the winner will be. Never the less he thinks that his chances are looking very good.

With a course distance of 75 km the rider Chris will probably have to beat will be Patrick Wilford who has two seasons road racing experience as back up. Patrick is the new owner of Pascoe Cycles and has been riding mountain bikes only this year. Many of the champion US all-terrain champs also hold road racing titles as it is often endurance as well as bike handling skill that determines the winner.

Of course Chris James is right when he says that at the start of a new event

its anyone's race. The winner will need to be right up front by the top of Darkies Pinnacle and gain a tight grip on the lead by the time the really rough stuff begins down on the Turon. The final 4 km sprint on the bitumen could develop into an exciting finish if there is still a lead bunch on the Turon.

In any case the first Apollo Mountain Bike Nationals promises to be an exciting event for competitor and spectator alike. In the words of the sponsor the Apollo Bicycle Company's Manager John Carroll it will be an opportunity for all to participate in the making of Australian cycling history.

Watch for the special *Freewheeling* coverage in issue 27 out mid September.

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Off~ Road Code

1. **ALWAYS YIELD** event if at times it seems inconvenient. Being sensitive to how others perceive you will assure a positive image for your sport and minimize the restrictions that follow confrontations and negative encounters. Remember, bicycles in the back country are a new experience for horses and hikers. New trends are often resisted, so it's best to defer.
2. **PASS WITH CARE** — Let others know of your presence well in advance. A greeting or simple handlebar chime will suffice. Being startled out of con-

templative bliss by a quiet, whirring blur, will arouse the wrath of the most tolerant hiker. Be especially careful when passing a horse, as each will react differently. By asking the rider if his horse is easily spooked you demonstrate that you have an awareness of the equestrians needs, which generally causes the equestrian to regard you more like a

peer and less like a rattlesnake. In some instances it may be necessary to dismount and lift your bike off the trail to let others pass.

3. **STAY ON TRAILS** — Riding cross country damages meadows and other fragile ecosystems. Never cut switchbacks as this accelerates erosion. Be aware of the soil type you plan to ride

ENTRY FORM

Please send this portion together with a cheque or postal note for \$5.00 to: **Panorama Pedal 600 Committee, Suite 9 16 Wetherill Street, NARRABEEN, 2101**

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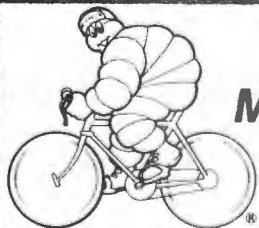
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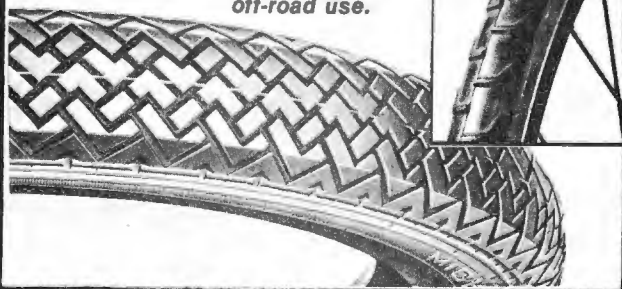
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on. If it is a clay soil wait three or four days after a rain before using that route, choose an alternate route preferably one with shale or decomposed granite surface.

4. **CONTROL YOUR SPEED** — Safe speeds are relative to terrain and your experience as a rider. Approach switchbacks and turns in anticipation of someone around the bend.
5. **DON'T 'RUN' LIVESTOCK** — Give them time to move away from your path. You've got time, enjoy yourself. Panicking animals deserves buckshot.
6. **DON'T LITTER** — Pack out what you pack in. If you have room in your bags pack out more than your share.
7. **USE PERMITS** — Check with local authorities regarding fire permits and entry permits. More off-road needs will be addressed if our resource use is documented. Check with landowners regarding private land access. No trespassing often means please ask first.
8. **PLAN AHEAD** — The off-road bicycle will open new horizons to you, some of these horizons should be approached with respect. If distances are involved don't travel solo. Expect weather changes. Leave word where you plan to go and when you plan to return.
9. **MINIMIZE IMPACTS** — The practice of minimum impact camping is the philosophy of responsible off-road cyclist. "Take only pictures, leave only waffle prints".

The Freewheeling Index

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Nearing the top. The cone in the background is an 'extinct' volcano.

Bicyclist conquers Mauna Kea's peak

by Fred O. Reedy

There are those among us who must always be pushing, testing the limits, going faster, farther, higher or being the first, breaking new ground. They are the people who climb mountains simply because they are there.

One of these pioneers always in search of a few frontier passed through Hawaii recently. He came two years ago and failed in his quest. This time he returned and fulfilled his vow to do what he'd set out to accomplish.

Lorenzo Fumo, a 37-year-old merchant seaman, skier and real estate investor from Colorado USA, pedaled a funny-looking bicycle to the top of Mauna Kea, claiming the distinction of being the first to do so.

The secret to making the ascent was his bike — a mountain bike, also known as a klunker, a fat-tire or an off-road bike.

Fumo said a quality mountain bike can be purchased for \$300 to \$400, but the one he rode is a \$2,200 model.

The mountain bike is to the common 10-speed what a jeep is to a sports car. It is a heavily-reinforced alloy body on large knobby tires and featuring 18 speeds — a low gear much lower than a 10-speed's and a high still lower than a 10-speed's high.

Unlike the touring or racing 10-speed, which is designed to push the rider's body forward, the mountain bike puts the rider almost directly over the back wheel so the rider's weight provides traction on loose surfaces.

It was a lack of this final design feature that stopped Fumo two years ago. He started out alone at 4 a.m. and was doing fine until he came to Hale Pohaku, where the road turns to

gravel for the final 8.3 miles. Fumo lost traction and had to dismount eight times. He figures he walked four of the last eight miles, arriving at the summit at 5.30 p.m.

"I swore I'd come back and ride all the way," said Fumo.

This time Fumo, with the encouragement and support of local bike shop owner Gerain Hollins and accompanied by German photographer Jens Peters, pedaled to the summit.

He left sea level at the foot of Waiannuenue Avenue at 7.45 a.m. and had reached the turnoff to Mauna Kea, 27 miles up the Saddle Road, by 10.45. After an hour's rest, he took off again and reached Hale Pokaku at 9,000 feet by 1 p.m.

Following another hour's rest, he started up the final gravel section, which he described as "pretty nasty".

Even on his new bike, he had traction troubles on the dry rocks, which he compared to marbles under his tires. He let half the air out of his tires — reducing the pressure from 50 pounds per square inch to 25 pounds psi, making pedaling more difficult but riding possible.

It took Fumo three hours to cover the 6.7 miles from the 9,000-foot level to 12,500, where he and Peters camped for the night, planning the final assault the next morning.

Fumo rode another 45 minutes to reach the 13,796-foot peak, the highest point in Hawaii, at 8.15 a.m. He had pedaled uphill for a total of eight hours.

Fumo said he has been riding mountain bikes seriously for the past four years and biking since high school.

"I was never a heavy competitor," he said. "I've just done fun racing. I'm a tourer at heart."

Fumo said he took on Mauna Kea because the opportunity to ride from sea level to almost 14,000 feet is "unique in the world and that was a challenge to me."

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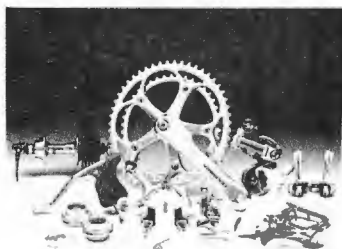
The new lightweight sleekly styled Bell helmet for the racing cyclist. Tough black Lexan shell with gold trim. \$59.00.



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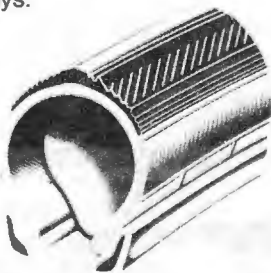
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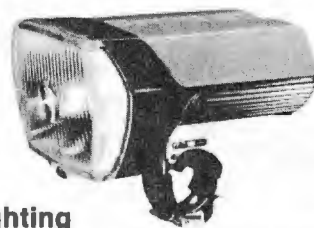
Select your replacement parts or build your dream machine from the stunning range of components including the new Shimano 600 EX gear on display at Woolys.



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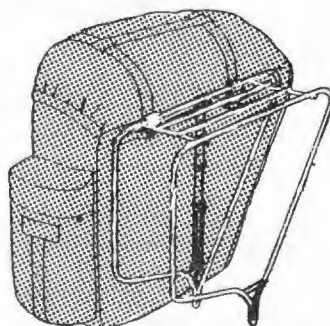
From skinny-tyred racers to fat-tyred mountain bikes Woolys stock the most dependable range of tyres to suit all size wheels. Some of the brands stocked are: Specialized, Michelin, National, IRC

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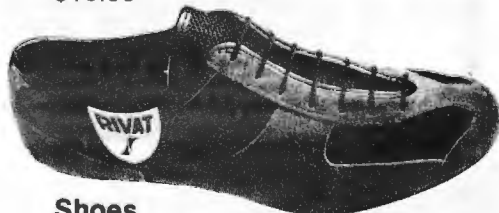
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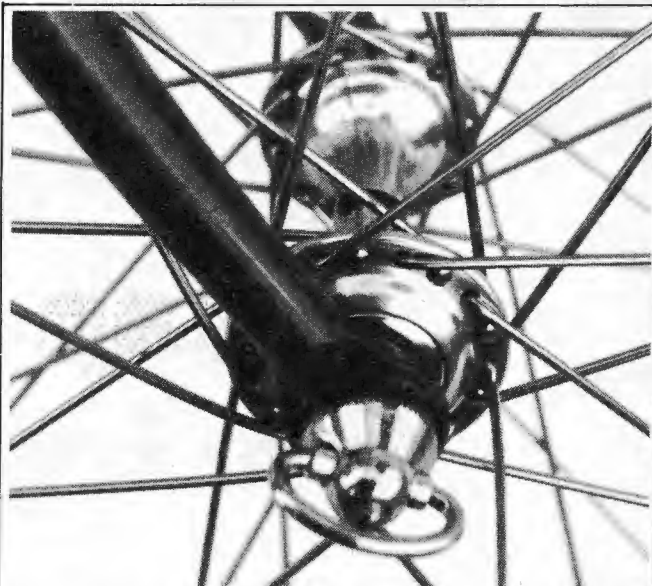
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Fat Tyre Feature

The market takes shape from the top down.

The first *Freewheeling* Fat Tyre Bike Survey

The first all-terrain bike to become available in Australia was the Araya Mountain Bike which went on sale in late 1982. In only two short years we have seen a veritable explosion of model types and designs as every manufacturer and distributor rushed to jump on the mountain bike band wagon.

For the first time since the event of this exciting new bicycle development we present our comprehensive market study. The list of bikes is not complete for as the material was being prepared new models were on the way. Future issues will keep readers up to date on the latest developments.

ATB's and APB's

Perhaps the most important recent development is the emergence of the All Purpose Bicycle (APB) at the lower end of the price range. This type of machine is aimed at a mass market and there is every indication that in the long term the APB will consistently out sell the more expensive and specialized ATB.

Apart from price the APB is more than a down market version of the mountain bike. It is usually based around a more conventional frame and has wide-range ten-speed gears in place of the usual fifteen or eighteen.

Wheel rims are generally a lighter 26 x 1.5 with raised centre tread street tyres fitted. Some of the cheaper models have steel rims.

In place of 'extras' such as quick release seat pillar bolt, bull-moose handlebars and cantilever brakes considered important on a full blooded ATB are down-range equivalents. Perhaps

the biggest flaw in most models is the replacement of cantilever brakes with their incredible rigidity and stopping power with long arm side-pull calipers. One APB included in the survey overcame the problem to some extent by fitting the extra rigid BMX caliper brakes.

In the majority of Australian cities where the majority of roads leave much to be desired the APB is the machine which brings the fun back into cycling. The narrower 26 x 1.5 tyres are a good compromise between the high rolling

resistance of the ATB's heavy duty 26 x 2.125 balloons. Most important of all the APB has gears which reflect the true needs of bike riders in Sydney, Brisbane and Hobart with their hilly terrain.

Of course the APB is no match for the ATB off road but the APB would make a much more useful all round commuting/touring/recreational bike than either a skimpy ten-speed or a ATB.

When dirt road racing gets underway in this country as it has in North America we will probably see more



Most ATB's are fitted with a triple chainwheel set. The Sugino TGT pictured is the most popular type used. SunTours XC-II bear-trap pedals are an excellent compromise between narrow pedals with toe straps/clips and double sided BMX pedals.

All terrain bikes

Equipment	Apollo Mountaineer 18-speed	Apollo Mountaineer 10-speed	Araya Mountain Bike	Bennett Mountain Bike
Rec Retail Price	\$399.00	\$299.00	\$460.00	\$395.00
Frame tubing	Chrome moly Cast fork crown	Steel lugged box welded fork crown	Mangalloy lugged welded fork crown	Steel lugless Cast fork crown
Frame sizes	56 cm	54 cm	51 also in 24" frame	52 cm
Chainwheel set	Sugino GT Triple Ring sizes 48, 40, 34	Alloy Double Ring sizes 48, 34	Sugino Double Ring sizes 36, 48	Aero Alloy (Taiwan) Ring sizes 46, 36, 26
Derailleurs	SunTour AG/ AG Tech	SunTour AG	SunTour AR GT	SunTour Mountech
Gear range fitted	92 - 30	92 - 30	93 - 29	88 - 22
Gear levers	SunTour Microlite Thumb shifters	SunTour Microlite Thumb shifters	Sun Tour Microlite Thumb shifters	SunTour Power shifters
Hubs	Suzue MX L/F	Suzue LF alloy	Suzue Alloy MX S/F	Sunshine MX L/F
Rims	Araya 26 x 1.75 Alloy	Araya 26 x 1.75 Steel	Araya 7X alloy 26 x 1.75	Taiwan Alloy 26 x 1.75
Tyres	Panaracer 2.125 Snakebelly tread	IRC Racer X-1 2.125 knobblys	Panaracer MB Road tread	LHR 2.125 knobbly
Pedals	KKT MX Alloy	Shimano PDMX 15 alloy	MKS SMX Alloy	SR MX alloy
Brakes	Dia Compe 980 Cantilever	Dia Compe 980 cantilevers	Dia Compe 980 Cantilevers	Dia Compe 980 Cantilever
Brake levers	Dia Compe forged	Dia Compe forged	Dia compe forged	Dia Compe forged
Handlebars	Nitto flat alloy	Nitto flat alloy	Kusuki steel flat type	Steel bullmoose type
Handlebar stem	Gran Compe alloy 100mm	Alloy Std. 100mm	Kusuki BMX alloy type	-
Grips	Hard sponge	Soft sponge	OGK MR3 x-hard	Soft sponge
Saddle	Jap anatomic	Jap anatomic	Selle Italia vinyl Anatomic	Viscount anatomic (Tiawanese)
Seat post	S R Laprade alloy	Alloy post type	SR alloy post type	Tiawanese alloy
Seat clamp	SunTour Q/R	SunTour Q/R	SunTour Q/R	SunTour Q/R

Equipment	Diamond Back Mean Streak	Europa 10-speed Mountain Bike	Europa 15-speed Mountain Bike	Graecross Jackaroo
Rec Retail Price	\$650.00	\$399.00	\$469.00	\$510.00
Frame tubing	Tange Champion PG Ch Mo Lugged, cast fork crown	PG Chrome Moly Lugless, welded F/C	PG Chrome moly Lugless, welded F/C	Mangalloy Double butted Lugged, welded F/C
Frame sizes	47, 51, 56 cm	52, 57 cm	52, 57 cm	53, 58
Chainwheel set	Sugino TAT Triple Ring sizes 46, 36, 26	Sugino IDOL alloy Ring sizes 52, 42	Sugino TGT alloy Ring sizes 48, 38, 28	Sugino TGT alloy Ring sizes 48, 40, 28
Derailleurs	SunTour Le Tech LL	SunTour Seven GT	SunTour AG	SunTour Mountech
Gear range fitted	96 - 23	100 - 35	92 - 27	93 - 25
Gear levers	SunTour Microlite Thumbshifters	SunTour Microlite Thumb shifters	SunTour Microlite Thumb shifters	SunTour Microlite Thumb shifters
Hubs	Suzue Sealed bearing Large flange	Suzue alloy L/F	Suzue Alloy L/F	Suzue 3E alloy S/F
Rims	Araya 7X alloy 26 x 1.75	Sumo alloy 26 x 1.75	Sumo alloy 26 x 1.75	Ukai alloy 26 x 1.75
Tyres	IRC X-1 knobbly	Cheng Shin Knobbly 26 x 2.125	Cheng Shin knobbly 26 x 2.125	IRC X-1 knobbly 26 x 2.125
Pedals	SunTour XC-II	SR Custom M MX	SR Custom M MX	Shimano PD MX15
Brakes	Dia Compe 980 cantilever	Dia Compe 980 cantilever	Dia Compe 980 cantilever	Dia Compe cantilever
Brake levers	Dia Compe forged	Dia Compe forged	Dia Compe forged	Dia Compe forged
Handlebars	Cr Mo bullmoose	Bullmoose type	Bullmoose type	Chrome moly Bullmoose
Handlebar stem	-	-	-	-
Grips	Soft sponge	Soft sponge	Soft sponge	Soft sponge
Saddle	Selle Royal Anatomic (Italian)	Viscount anatomic	Viscount anatomic	Taihei Power Extra wide
Seat post	SR Laprade microadjust	Allot plain	Alloy plain	Sugino SP-R alloy
Seat clamp	SunTour Q/R	SunTour Q/R	SunTour Q/R	SunTour Q/R

Equipment	Hillman Alpine	Malvern Star Bushranger	Repco Mountain Bike	Shogun Mountain Bike
Rec Retail Price	\$675.00	\$599.00	\$448.00	\$650.00
Frame tubing	Tange MTB Chrome moly Lugged, cast F/C	Chrome moly Lugged, cast F/C	Chromemoly main tubes, mangalloy forks	Chrome moly Lugged, cast F/C
Frame sizes	50, 56, 61	51, 55, 59 cm	53, 48 cm	47, 51, 55, 59 cm
Chainwheel set	Sugino TGT alloy Ring sizes 48, 44, 24	SR Aerox alloy Ring sizes 46, 36, 26	Sugino GT triple Ring sizes 48, 38, 28	SR Aerox alloy Ring sizes 46, 36, 26
Derailleurs	SunTour Mountech	Shimano AL 11	SunTour Mountech	Shimano AL 11
Gear range fitted	93 - 19	87 - 22	92 - 27	87 - 22
Gear levers	SunTour Microlite Thumb shifters	Shimano MBT Thumb shifters	SunTour Microlite Thumb shifters	Shimano MTB Thumb shifters
Hubs	SunTour sealed, alloy S/F	Shimano sealed S/F	Sunshine L/F MX type	Shimano S/F alloy sealed
Rims	Araya 7X alloy 26 x 1.75	Araya 7X alloy	Araya 7X alloy 26 x 1.75	Araya 7X alloy 26 x 1.75
Tyres	Panaracer road tread 26 x 1.75	Mitsuboshi Comp III knobbly 26 x 2.125	National Panaracer 26 x 1.75 road tread	Mitsuboshi Comp III 26 x 2.125 knobbly
Pedals	SunTour XC-II	SR SP468 alloy	Shimano DX Alloy black	SunTour XC-II
Brakes	Shimano Deore XT cantilever	Dia Compe 980 cantilever	Dia Compe 980 cantilevers	Dia Compe 980 cantilever
Brake levers	Shimano forged	Dia Compe forged	Dia Compe forged	Dia Compe forged
Handlebars	Chrome moly bullmoose	Chrome moly straight	Cr mo bullmoose	Chrome moly flat
Handlebar stem	-	SR alloy MT-S100	-	SR MTS-100 alloy
Grips	Hard sponge	Soft sponge	Soft sponge	Soft sponge
Saddle	Selle Italia anatomic	Kashimax anatomic	Viscount Japanese anatomic	Selle Italia Anatomic
Seat post	SR Laprade alloy	SR Laprade alloy	S R Laprade	SR Laprade
Seat clamp	SunTour Q/R	Suzue Q/R	SunTour Q/R	Suzue Q/R

All purpose bikes

Malvern Star Highwayman	Raleigh Trek	Raleigh Yukon	Ricardo Rushbike	Shogun Easy Street
\$395.00	\$350.00	\$300.00	\$330.00	\$425.00
Alloy steel Lugged, welded F/C	Chrome moly Lugless, welded F/C	Steel Lugless, welded F/C	High tensile 1021 lugged, welded F/C	Chrome moly D/B lugged, welded F/C
51, 55, 59 cm	56 cm	56 cm	52 cm	48, 53, 58 cm
Takagi Alloy/steel Ring sizes 52, 39	SR alloy/steel Ring sizes 50, 44, 36	SR alloy/steel Ring sizes 52, 40	Sugino alloy/steel Ring sizes 48, 36	Takagi alloy/steel Ring sizes 50, 40
Shimano AL 11	SunTour Seven GT	SunTour Honor	Shimano AL 11/RS GT	Shimano AL 11
100 - 33	96 - 35	100 - 39	93 - 30	96 - 34
Shimano MTB thumbshifters	SunTour Microlite thumbshifters	SunTour ratchet stem shifters	Shimano MBT thumbshifters	Shimano MBT Thumbshifters
Shimano alloy S/F std	Steel M/F sealed	Steel M/F sealed	SIW steel S/F	Shimano alloy S/F
Araya alloy 26 x 1.5	Kinlin steel 26 x 1.5	Kinlin steel 26 x 1.5	Ukai steel 26 x 2.125	Araya alloy 26 x 1.5
Mitsuboshi Z Line 26 x 1.5 road	Cheng Shin Road 26 x 1.5	Cheng Shin Road 26 x 1.5	IRC Racer X1 knobbly 26 x 1.75	Mitsuboshi Z line knobbly 26 x 1.5
KKT Hi impact plastic	SR P468 alloy	HTI pressed steel	Shimano PD MX 15	KKT high impact plastic
Dia Compe 890 Side-pull	Alloy (taiwanese) Side-pull	Alloy (taiwanese) Side-pull	Dia Compe MX 1000 Side-pull	Dia Compe 890 Side-pull
Dia Compe forged	Alloy cast	Alloy cast	Dia Compe cast	Dia Compe forged
Steel flat	Steel bullmoose	Steel bullmoose	Steel bullmoose	Steel flat type
Steel MX type	-	-	-	Steel MTB
Hard sponge	Soft sponge	Soft sponge	Hard sponge	Hard sponge
Kashimax anatomic	Viscount anatomic (Taiwan)	Viscount anatomic (Taiwan)	Takahashi Panamax 19	Kashimax 808 MC
Steel post type	Steel post type	Steel post type	Stainless steel	Stainless steel
Bolt type	Bolt type	Bolt type	Bolt type	Bolt type

specialized ATB's sold as competition machines. Bicycle distributors will then offer a minimum of models in the ATB range with more types in the APB category.

What to look for

Price

With high quality touring and sporting bikes the old adage 'the more you pay the less you get' usually applies as

often there is an imperceptible difference between good and very good equipment. With APB's, perhaps because there is less choice in specialized equipment, there is a greater difference between the lower and upper ends of the market. A good quality 'off the hook' ATB will always represent better value than a custom built machine as the Japanese usually price their componentry higher when purchased as spare parts.

Frames

This important item usually fell into two main types: fully lugged or

lugless. There is much debate over the merits of both types. Initially lugless frames were a way of overcoming the lack of frame building lugs to fit the oversize tubing used on mountain bikes. Modern welding techniques mean that lugless joints can be made just as secure as their lugged equivalent. Using lugs makes for a heavier frame but ensures greater rigidity in maximum stress conditions.

It is rumored that the front forks fitted to an ATB currently produced by one of the larger manufacturers costs as much to produce as a conventional frame on one of its ten-speed models. The use of cast fork crowns and special thickness fork blades is considered necessary on ATB's where off-road riding is to be the major activity. With APB's a box welded heavy duty crown and 55mm blades are adequate.

Only steel head sets are acceptable. ATB's usually fit better quality Japanese types such as the Tange Levin or Falcon.

Transmission

Good quality alloy cotterless crank sets are standard equipment on ATB's whereas APB's usually fit cheaper double ring types. Often these have steel non-replaceable rings which need replacement of the whole crankset when the rings eventually wear out.

As wide range gearing is considered mandatory on both types of bike long arm rear derailleurs and long reach front derailleurs should be standard equipment. SunTour and Shimano both make excellent gear changers for this purpose. Top of the range bikes use either Shimano Deore XT or SunTour Mountech. Handlebar mount thumb shifters are considered necessary to give the rider total uninterrupted gear control. Once again Both the major Japanese component makers have a number of well designed levers in this class.

Wheels

The de facto ATB wheel rim standard seems to be the Japanese Araya 26 x 1.75 alloy model. Ukai alloy rims are not too far behind in quality with the heavy (and slippery in the wet) steel rims being the least desirable. Most APB's fit steel rims to keep costs down. Make sure you get your dealer to fit leather brake pads as rubber on steel in wet conditions increases stopping distance dramatically. Spokes on most 26 inch wheeled bikes are a beefy 14 gauge. Hubs on top quality ATB's generally use sealed bearings but most importantly all use heavy duty axles and bearings. Some APB's use conventional sized hubs. Be prepared to replace these if off-road riding is your main use for the bike

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SunTour MounTech derailleurs
Araya 7X Alloy rims
Kuzaki bullmoose Ch-mo handlebars

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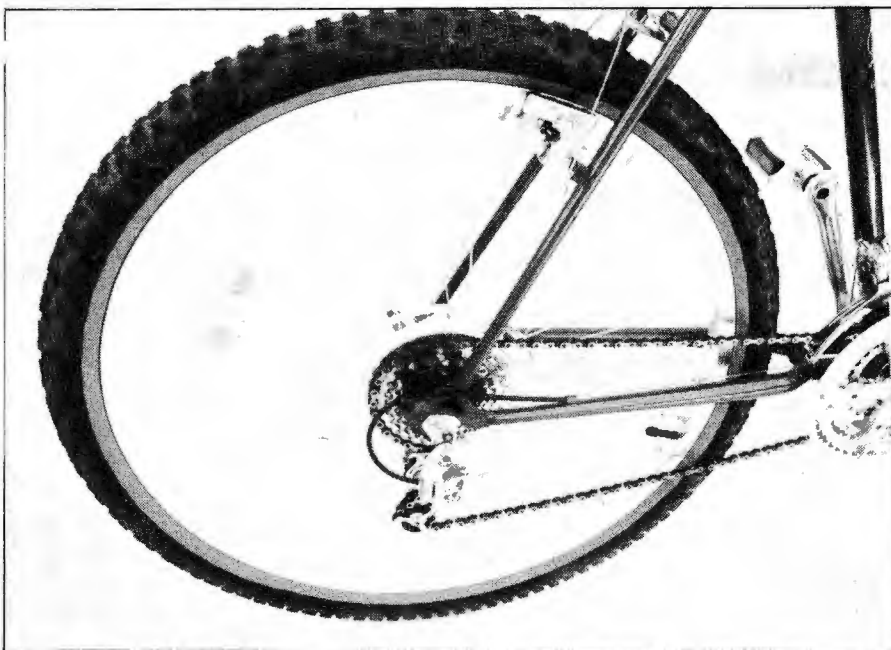
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As the type of tyre used is generally dependent on the expected road surface to be ridden on you will usually find

that at some stage the tyres fitted to any ATB will be unsatisfactory. Racers overcome this problem by having two sets

of wheels one fitted with 1.75 raised centre tread street tyres the other fitted with 2.125 knobblys. The rubber on knobbly tyres should be softer for better traction while the street tyre should be harder for longer general use. APB's almost always have street tyres fitted.



The rear view of a typical all-terrain bike showing the brazed-on cantilever brakes, wide range freewheel and long-arm derailleur.

Equipment

Pedals are a bit of a problem. They cop so much abuse. This is exacerbated by the fact that there are only two types of pedals made: cheapies and high quality expensive ones. Usually your ATB or APB will come fitted with cheap alloy or plastic pedals. The best advice is to check your dealer for a pair of good quality track pedals and be ready to buy them when the originals inevitably pack it in. Road type pedals are not very useful for rough riding as off-bike shoes are mostly worn.

The only pair of pedals specifically designed for all-terrain riding are the SunTour XC-II's. There are few other mid price pedals available. Some of the better quality BMX pedals are of similar quality and more conventional in appearance (the XC-II's have oval spiked pedal cages). If you are rough on your pedals and regularly bend axles then buying replacements in the lower price bracket is a good idea.

Regular off-road use demands good frame clearances and therefore the distance from frame to rim is seldom less than 1000 mm. Some APB's which use 26 x 1.5 tyres fit standard alloy side-pull caliper brakes. In most cases this is a poor solution. Of course cantilever brakes with their brazed-on fittings add to the overall cost of the machine but

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The Fat Tyre Flyers are also running rides in August, September and October.

caliper brakes come a poor second when fat tyres and good wheel/tyre clearances are called for. BMX type calipers with their heavy duty arms are best but the standard long reach type produce vibration that defies conventional adjustment remedies.

There are two types of cantilever - long and short arm length. Obviously the longer the arm the greater the power and naturally most ATB's had the long type fitted. Shimano and Dia Compe both make good quality cantilevers. The lever on the more expensive Shimano Deore XT model has less side to side movement and comes in a stylish all-black anodized finish.

The most popular type of handlebar fitted was the one piece bull moose chrome moly type. These have the disadvantage of putting the rider too far forward on small framed bikes. Newer American designs are currently appearing which provide adequate uplift yet keep the bars far enough back to permit a comfortable riding position. Handlebar width is a personal matter and many owners of these types of bike sooner or later cut their bars to suit their own preferences.

The best kind of grips are the high density foam type. These usually feel hard at first but work best. They usually cover the end of the bars with a raised edge and give a very comfortable grip. Soft grips eventually slide around all over the place and reduce sensitivity and control.

Saddles are also a personal matter. Most bikes fit anatomic type touring saddles which suits race conditions and general touring but if a more sedate style of travelling is intended a wide padded seat can often be fitted by the dealer in place of the type supplied. For some reason the Japanese have not worked their anatomic saddle designs out properly. European are generally much much better.

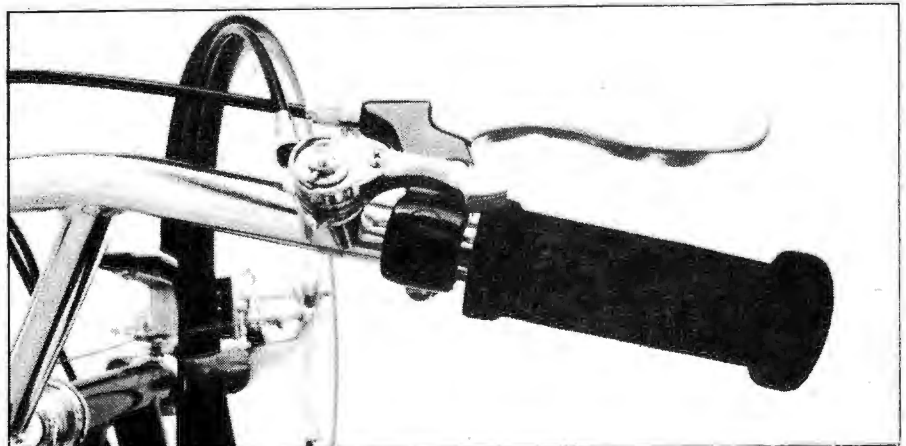
Saddle pillars on ATB's were generally alloy micro adjust while steel post types were used on APB's. Interestingly the straight post type offers the best opportunity to mount the saddle forward for efficient hill climbing. Quick release seat post clamps were absent on all APB's.

Gearing

One would expect that an all-terrain bike would need to come equipped with wide-range gearing. Most do but all differ as to the actual lowness of the gearing range. As a rule of thumb for off-road riding a low of around 20 is needed to climb every mountain. On APB's a low of 27-30 would be adequate for road conditions and lower for the dirt. Any bike with a low gear of above 35 will be useless in the bush unless you intend to do a lot of walking.



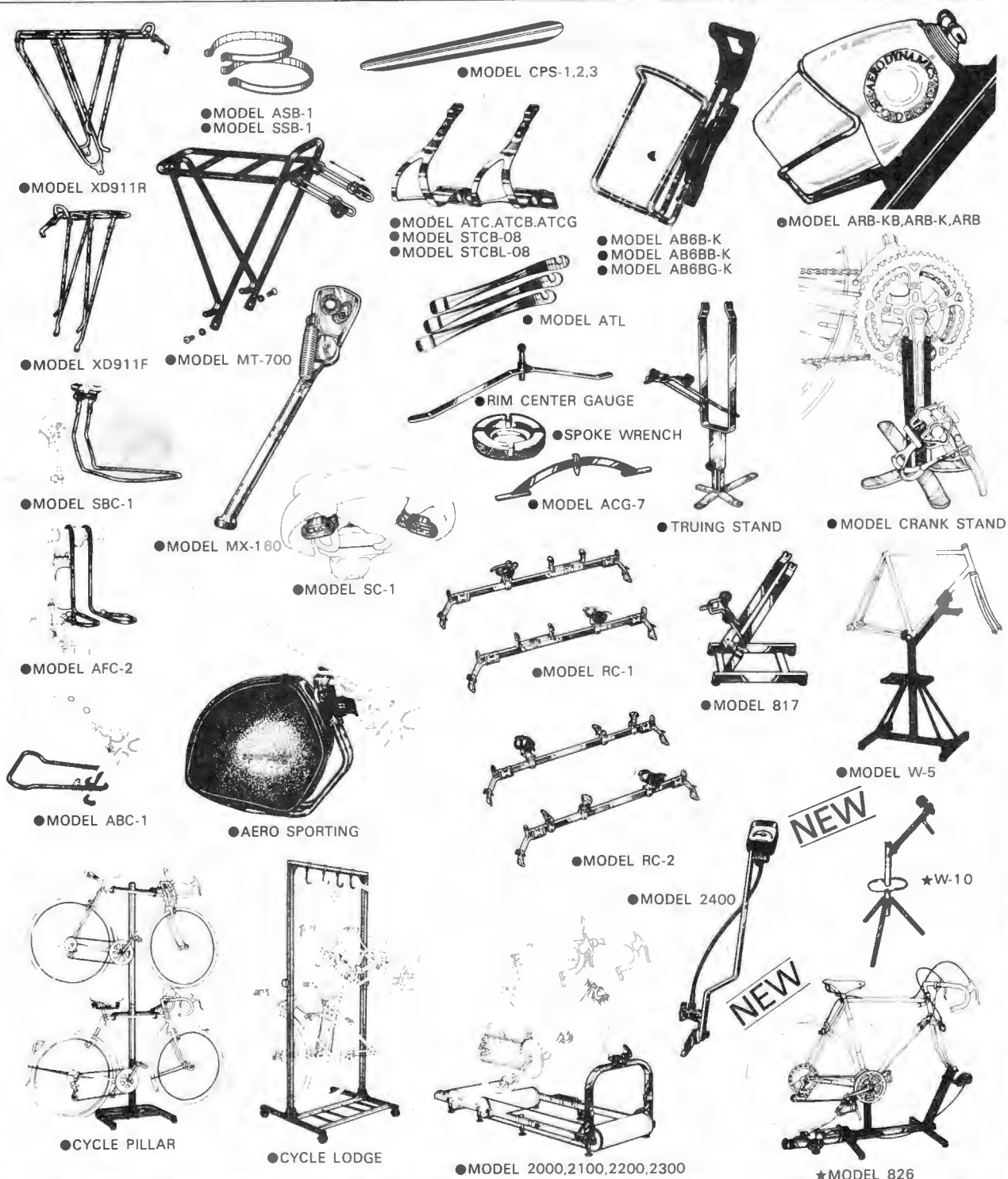
Classy equipment like this sealed Tange MTB headset fitted to the Diamond Back Mean Streak is what one comes to expect from a top of the range All-terrain bike. This type of machine is of true competition quality. Note the heavy duty cast fork crown and the long arm Dia Compe 980 cantilever brakes.



Most ATB's use the excellent Dia Compe 980 forged levers and the Sun-Tour Microlite thumb shifters. With brake and gear controls located close to the riders hand position maximum control of the machine can be easily achieved.

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Fat Tyre Road Tests



The Raleigh Trek fifteen-speed all-purpose bike.

Raleigh Trek

The Trek 15-speed mountain bike by Raleigh comes towards the cheaper end of the present range of these bicycles. The weight, style and equipment of the Trek also bring it into the class of the slow roller utility bicycle — the 'all purpose bike' (APB).

The frame is smoothly finished and of lugless construction. Graphics abound as the brand name is stamped, riveted or adhered to almost every tube. In this manufacturers tradition many components also carry the name Raleigh, a nice touch but less convincing since the address on the badge changed from Nottingham, England to east Asia.

The Raleigh Trek is a handsome bicycle with a long low look due to the loose frame angles and comparatively smaller frame size used for mountain bikes. The frame has wide wheel clearances, brazed on lugs and mounting points are provided for just

about everything, including two water bottles and auxillary mountings for pump or whatever on top and seat tubes. The chain hanging long on the seat stay is a thoughtful device.

The tyres fitted are well selected for versatile usage. They have a deeply patterned 'fat' profile with a raised centre tread. Under high pressures they give a smooth ride while for dirt roads lower pressures are recommended.

Components are of mixed quality. The SunTour gear levers and derailleurs are of proven reliability and, as usual, work well. The nameless brand side pull brakes with the long caliper arms do not work as efficiently as the cantilever design more properly fitted to mountain bikes, the seat cover on the test bike was beginning to delaminate and the mixed and riveted construction of the crankset demands complete replacement to replace front sprockets.

Cycling on the Trek is a sure and steady experience. It has the typical mountain bike feel of upright solidity and low speed maneuverability. It handles in a smooth, predictable manner, it feels unresponsive and slow if too much is demanded but cruises well and carries a load with ease.

A persistent problem with the test bicycle was a nasty shudder from the front brake that defied correction despite fastidious adjustment. This may be an inherent characteristic with the combination of long reaching brake yokes onto a semi-circular rim profile.

The gear range from the triple set up is adequate for most situations but doesn't take advantage of the triples potential to offer really wide gears. Gear ratios in this range are easily covered by a 10-speed set-up without the need to bother with triple cranksets.

The gearing and brakes provided on this bicycle detract from its appeal as a mountain bike, a Trek cyclist developing an enthusiasm for track and trail riding could be quickly frustrated by the standard of these fittings. Other qualities needed in a bush bike the Trek certainly has and is at its best as an everyday utility bicycle. It's just fine for bashing around the local shops and would be forgiving to lots of rough treatment and abuse.

Fat Tyre Road Tests



The Malvern Star Highwayman at first sight looks like an ordinary ten-speed until its fat tyre features are full realized.

Malvern Star Highwayman

The All-Purpose Bike joins the Malvern Star range.

After riding many types of all-terrain (mountain bikes) all over town and in the bush it was a pleasant surprise to discover this new type of machine. Above all it is a joy to ride. Of course there is nothing new about many of the components fitted to the Highwayman but the selection of frame type and the general equipment mix indicates that here is a bike in search of a category. Hence the new jargon: all-purpose bicycle (APB).

The Highwayman's version of the APB theme is based on a conventional touring frame with a 70 degrees parallel

frame. Even though these angles are comparable to some ATB frames the overall frame geometry tends to give a more upright riding position. This is accentuated by the conventional flat type handlebars and short reach stem.

Medium depth 26 x 1.5 road tread tyres are fitted. These assure a comfortable ride around town and go well on gravel road surfaces. Rims fitted are top class Araya alloy and should give long and faithful service.

The ten-speed gears which are fitted to the Highwayman are still slightly too high for this kind of bike. If the smaller

front chain ring was 36 teeth instead of 39 then the gearing would allow a much wider range of slopes to be tackled with ease.

The only real problem with the Highwayman is common to most of the newer all-purpose bikes which are starting to appear on the showroom floors. This concerns excessive vibration caused by the use of extra long arm side-pull caliper brakes. To provide adequate tyre clearance brake arms of up to 100 mm in length need to be used. The Highwayman doesn't go overboard but the rear brake took a lot of adjustment (and the removal of the reflector bracket) before it lost its shudders. It is obvious that calipers rather than the stiffer more powerful cantilevers were fitted to keep costs down. Though the Dia Compe 890's are an excellent brake they are being used to the limits of their capacity. The heavy duty MX903's would have been a better choice.

Overall the bike and its class can look forward to a promising future in this land of terrible road surfaces. The Highwayman is a most enjoyable bicycle to ride and will probably win many admirers by its good quality equipment and easy riding characteristics.

Equipment details for all bikes reviewed in this issue are included in the APB section of the survey chart on pages 26 and 27.

Fat Tyre Road Tests



The Raleigh Yukon ten-speed all-purpose bike.

Raleigh Yukon

The Yukon 10-speed mountain bike by Raleigh is a cheaper cousin to the simultaneously released Trek 15-speed.

One concept is presented as two bicycles, the differences are gearing, price and the quality of some components including the selection of what must be the cheapest pedals ever fitted to a bicycle.

The Yukon is shifted from conventional gear levers mounted in an awkward position on the handlebar stem. Using this arrangement can be destabilizing and is the least desirable position for a mountain bike.

Spoke nipples have been used to tie cable ends, a device that works well and looks rugged.

The bicycle was delivered with spanner and allen key and an owners manual that unfortunately has nothing to say of mountain bikes or bush biking.

The same remarks about the gear range of the Trek apply more so to the Yukon. The low of 37 is unacceptable for a bicycle of this type even if it is never used off road. When will all manufacturers realize that there are other more useful gear combinations than the ubiquitous 52/40 double chainwheel set.

WANTED

Cyclists to help light the path to understanding, 16—26th November 1984.

Ten cyclists are required to take part in a fund raising ten day tour of Victoria in support of the work of the Epilepsy Foundation of Victoria.

The "Statewide Ride" is being sponsored by the Statewide Building Society who have donated a fully equipped touring bike for the individual rider who raises the most funds for the Epilepsy Foundation.

The tour visits most provincial towns in Victoria and includes a bop over Mount Hotham via Omeo in the east then through Eucha, central Victoria, The Grampians, to Hamilton in the west. The total distance is approximately 1800km.

The tour will be backed up with a support vehicle and riders will be billeted in private homes at specific overnight stops.

This is a thoroughly enjoyable and challenging ride for the experienced cyclist which is being developed as an annual event.

The tour will commence in Melbourne on the 16th of November and finish at the same venue on the 26th.

For details of objectives and how to enlist as a member of this cycling team telephone John Butler (056) 299 551 or Sandra Fynmore (Epilepsy Foundation) (03) 828 325.

Recruitment closes on the 15th of August.

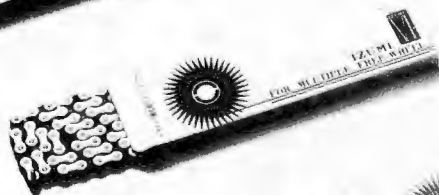


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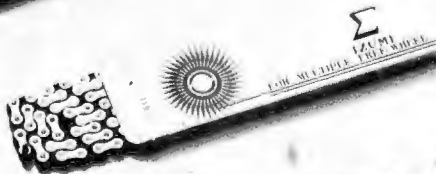
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The Olympics

The Olympic Destruction

Bill Long looks at Australia's Olympic prospects.

The LA Olympic Games exploded when the powerful Eastern Bloc countries decided to boycott the Games.

The blast blew the red hot favourite favourites out of the cycling stadium and in so doing made Australia's prospects much easier, however there are no certainties to win any of the 'devalued' medals.

There is a tremendous 'gulf' between Commonwealth Games level and the Olympics cum World Championships.

Prior to the boycott Australia's medal prospects were 'fragile' — our amateur cyclists are working cyclists whilst the Eastern Bloc are full time professionals who are sponsored by their respective governments.

The Russians for example are attached to the Army but those competitors I have spoken to have never seen a uniform let alone a gun!

Sport is being manipulated as the political world snowballs in the struggle for power, but it's the innocent sports people who are trapped in the web.

When I was in Zurich for the World Championships last August the only cyclist to win a track title outside of Europe was our own professional — Steele Bishop.

Of the Russian cyclists, Kopylov won the Time Trial, Koupovet (pursuit) and their quartet took the road teams' time trial.

East German Hesslich won the Sprint and the individual road race with Raab.

The West German team won the Track Teams Time Trial and Danish rider Marcussen, the 50kms points.

Most minor medals were won by the Eastern Bloc.

It is interesting to note the Russians have won the road teams time trial at the last 3 Olympics — Munich, Montreal and Moscow — their 'quartet' won the 'Worlds' last year breaking a 2 hour barrier for 100 kilometres after suffering a puncture and a fall!

In the Moscow Olympics the Eastern Bloc won 5 of the 6 gold medals.

Russia won the Teams Pursuit, Teams Road Time Trial and the Individual Road Race whilst East Germany took the 1000 metres time trial and the Sprint.

The Swiss rider, Dill Bundi won the Individual Pursuit. He is the rider Steele Bishop humiliated on his home track in the Zurich World Titles last year after starting favourite for the professional title — Bishop caught Dill Bundi within a 1000 metres of the finish — a feat unheard of at world level.

The Australian Olympic Team

The track team is made up of three

Victorians, Glen Clarke (20), Max Rainsford (21), Dean Woods (17), two South Australians, Mike Turtur (25), and Garry West (23), Kenrick Tucker (24) (Qld), Kevin Nichols (29) (NSW) and Michael Grenda (21) (Tas.).

The 5 man Road Team consists of Gary Trowell (24), Vic. Michael Lynch (21) Vic., John Watters (25) Sth Aust., Jeff Leslie (28) and Kerry Carmichael (24) from Qld.

The coaches are Alex Fulcher (NSW) and Charlie Walsh (SA).

Ray Godkin (NSW) is the Manager and John Beasley (Vic.) the Mechanic. Both Coaches are fitness fanatics — they will not select their final teams until 2 days prior to the race — they will select the 'in form' riders and not previous title winners.

Best Chances

Our Track Pursuit Team is a 'bronze medal' chance, they looked good in the Worlds last year when they placed 4th. They now have, in fact a better team. Grenda, West, Turtur with Nichols or Clarke the likely choice for the 4th berth.

Kenrick Turner is a chance in the Sprint and if he gets a start in the 1000 metres standing start he might surprise — at his best he is a brilliant bike rider and not much short of world class.

Max Rainsford will contest the 1000 metres Time Trial — he con-



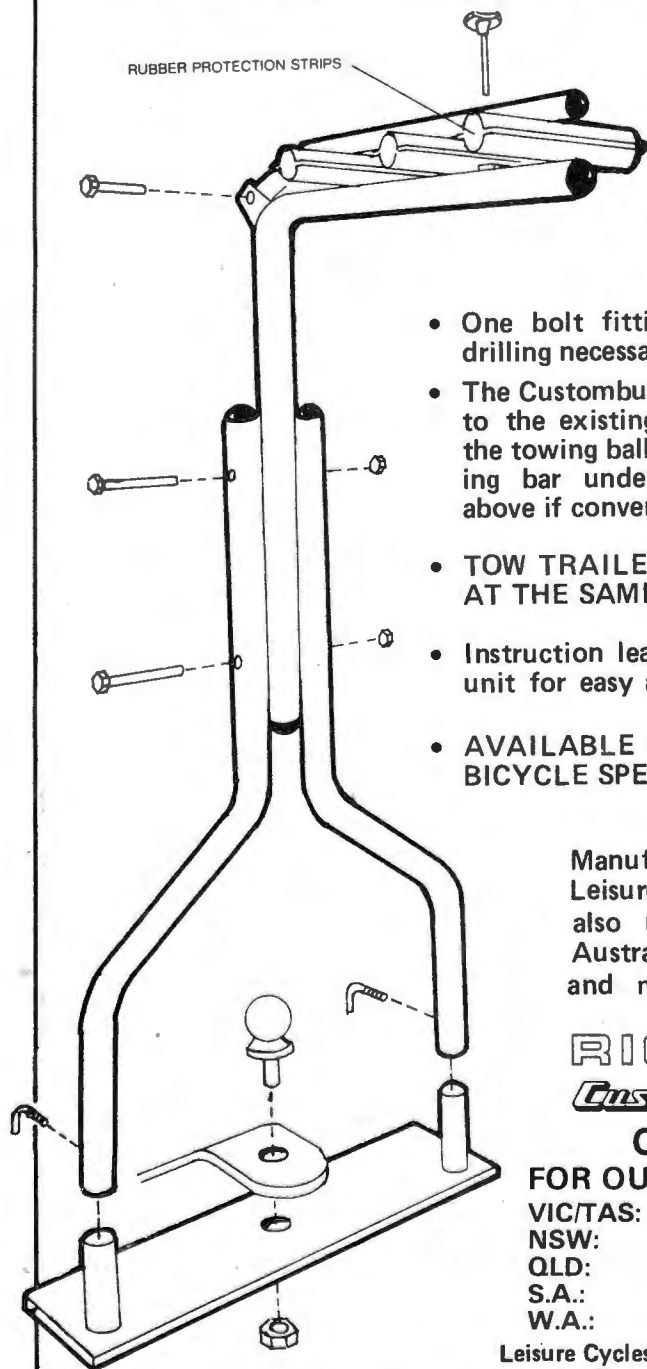
Part of the Australian Olympic Cycling Team prior to their departure to Los Angeles. Cyclist of the Year Dean Woods is on the far right.

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tinues to improve and will be a better rider in two years time.

The 'surprise packet' is the 17 year old Dean Woods who is our only chance in the Pursuit but to ask this youngster to beat World Class whilst in the junior ranks is expecting too much. However he made the team on ability after having won the Junior World Title in N.Z. last year. I believe he has the chance to develop into another Steele Bishop.

Glen Clarke is another brilliant youngster who is headed for 'stardom' — he could become another Barry Waddell who was one of the most versatile cyclists in post war years. Both Clarke and Woods come from the Victorian country town of Wangaratta. Clarke will contest the gruelling 50kms 'points' race.

The road race is always a 'raffle' with approx 250 starters — you have to be in the breakaway group or up the front all day. I believe Trowell, Lynch and Watters are our best prospects but I am not confident of our road teams time trial.

Summing up let me say whilst my heart wants Australian success, my knowledge tells me they will be riding up hill, into a head wind. Let's hope I'm wrong. I wish the team good luck and congratulate the entire team on becoming Olympians.

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Bicycle Places

Bicycling in Paradise

Queensland's Gold Coast is good for more than sun and surf. It's good for bicycle riding too. Bert Laker tells how it's done.

by Bert Laker

Mention the Gold Coast and immediately one's thoughts turn to golden sun-filled days on some of the world's finest beaches; or, sumptuous meals at famous restaurants. Or you may think in terms of a concrete jungle of high rise rabbit hutches, but to the familiar cyclist it is a veritable Paradise.

For cycling on the Gold Coast is a breeze. Fully 99% of the city's roads are ideal for bicycling. In particular, the main Gold Coast Highway has

wide, divided, four-laned roads with, in almost all cases, a full width carriageway for car parking . . . and cycling.

Of course, early mornings are the best for riding. My favourite time is about 5 to 7 a.m. in the summer and from 7 to 9 a.m. in the winter; just after sunrise, before it gets too warm and before the traffic gets really heavy. For the last few years I have used the Gold Coast roads, firstly for race training and latterly for touring "get fit" sessions. I have ridden in mid-mornings, at midday and also

during peak hours when everybody is flat out going home . . . or somewhere. Weekends are the worst, but even then, having to share the road with a few more parked cars than is usual during the week, it is still quite possible to have an enjoyable and safe ride.

The Gold Coast bicycle strip extends from Paradise Point at its northern tip, through Southport, Surfers Paradise, Burleigh Heads to Coolangatta and Tweed Heads in N.S.W., a distance of around 40 km. it is as flat as the proverbial pancake with just a couple of minor exceptions. One is the slight winding rise southwards out of Burleigh and the other, Currumbin Hill. This latter climb will most likely make you shift a couple of notches but nothing as drastic as having to move onto the inner chainwheel.

At Paradise Point, the road starts off right at the edge of the Broadwater. In the early morning it is usual to see a line of deep sea trawlers homeward bound for Southport after a night of netting off South Stradbroke Island. Later on it will be alive with pleasure craft and myriads of moth-like sail boards. Southwards after the shopping centre, the road runs past Holywell and the beautiful canal area of Runaway Bay and Anglers Paradise. Continuing south the Anglers Paradise road bridge is crossed. [Care



Two views of cycling conditions on the Gold Coast. Left: A wide parking lane makes an ideal cycle route through busy Surfers Paradise. Right: Dangerous riding on the only crossing of the Nerang River between Southport and Surfers.

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5 MAXIMUM SPEED The maximum speed attained during each ride is memorized and displayed.

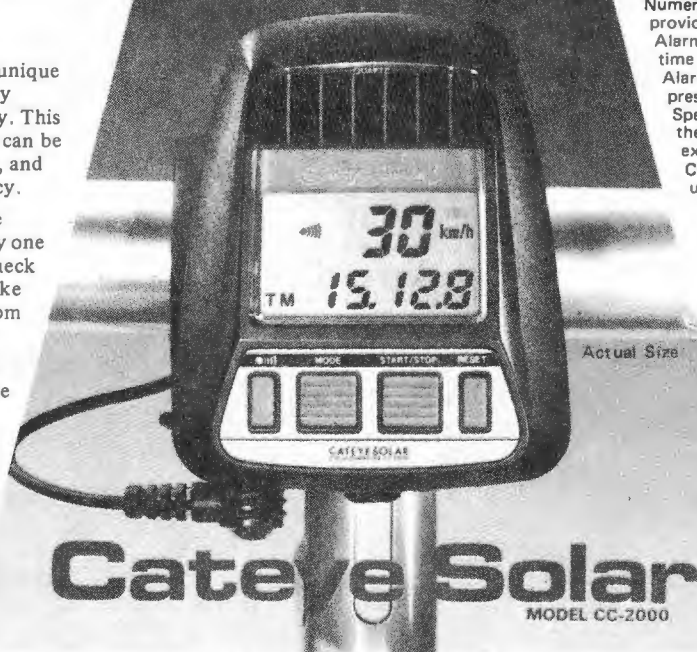
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Good cycling along the Southport Broadwater. This concrete path provides a haven for sightseers wishing to avoid the busy Pacific Highway.

needed here.) The road continues along the Esplanade where the view across the Broadwater extends out to the open sea and the Southport bar and Spit region.

The No. 1 Highway is joined at the Labrador lights and continues along the waterfront to Southport. Shortly after, the bridge over the Nerang river has to be crossed. Great care is needed here as the cyclist has to share the left hand lane of the four laned bridge with all the traffic. I have found it best to keep a very straight line and carefully watch the 25 cm concrete edge of the footpath. You might even feel like joining the local lads with their surfboards on the footpath. Dozens do this but even though I consider this bridge the No. 1 hazard for cyclists on the Gold Coast, I still ride and claim my portion of the roadway.

As soon as the Jubilee bridge is left behind, Surfers Paradise looms up ahead. Perhaps it is as well to mention that again care should be taken. For three or four blocks both lanes (after 8 a.m. anyway) are chock-a-block with cars and other vehicles. The average speed here is between 10 and 15 kmh., so you will probably find that you and your bike travel faster than the other traffic. Most of the vehicles here have southern number plates and it is these that should worry you. The green and white plates with the caption "The Sunshine State" are O.K.!

It is possible to avoid all of the main road shemozzle. If you turn off to the left after the bridge, and before the traffic builds up, you will find

yourself on the Esplanade. This runs right alongside the famous surfing Beach. Parked cars will be there for sure . . . and people, but the road has but few moving cars to worry a cyclist.

If you continue you can get to Nobby's Beach this way. The remainder of the route skirts the ocean or, at most, is one street removed. There's a 40 kph limit all the way which goes for safer and pleasanter riding. At Nobby's the highway is joined again for 500m. A left turn at the Miami Hotel brings you to the beach road again for a great ride all the way to Burleigh Heads.

Let us return to the highway ride. After negotiating Surfers Paradise, you will find the wide shoulder lane continues right down through Broadbeach, Mermaid Beach, Nobby's and straight to Burleigh Heads. Frequent traffic lights may force you to take it easy and rest up on the reds. After all, who would want to hurry on the Gold Coast? Burleigh Heads, although not another Surfers, does get busy, especially when a surf carnival is on. Care is again necessary and be prepared for a bit of a climb as soon as you get clear of the town. The road winds up and around the Burleigh National Park, then drops down to Tallebudgera Creek. You will find the view from the bridge really worth stopping for.

It is still an easy ride to Palm Beach, over the Currumbin bridge, up the hill, where you may appreciate a gear change and down the hill to Tugun. Bilinga follows, with the airport on your right and a view that ex-

tends to Mt. Warning; then Kirra and finally Coolangatta with its twin town of Tweed Heads and the N.S.w. border.

At Kirra where things narrow around Kirra Hill, the road has to be shared with the car traffic for a couple of hundred metres. Keep a straight track and never mind about the beautiful expanse of ocean. Far better to get around the hill and park. Then walk back along the footpath and enjoy it all.

There are plenty of bike shops on the Gold Coast so there is no need to panic if you have trouble. From Paradise Point down to Coolangatta there are bike shops. Southport has probably the biggest and best shop with friendly staff. You will see it on the highway opposite the Olympic baths.

Besides the Gold Coast Highway there are many rides that can be enjoyed, using the Gold Coast as your headquarters. For instance, Tweed Heads to Murwillumbah with extensions to Uki, Mt. Warning, Tyalgum, or even the coastal road to Kingscliffe and Pottsville are all excellent rides.

Then there is the Hinterland. From Southport it is an exciting run to Nerang, Advance town and the Hinze Dam. Tamborine Mountain, where every October sees the famous Mt. Tamborine race, with the best of riders from Australia and overseas competing. (Give it a miss that weekend!) Also there is Beechmont, Numinbah Valley, Springbrook and more. All possible rides as long as you have 10 or 12 gears.

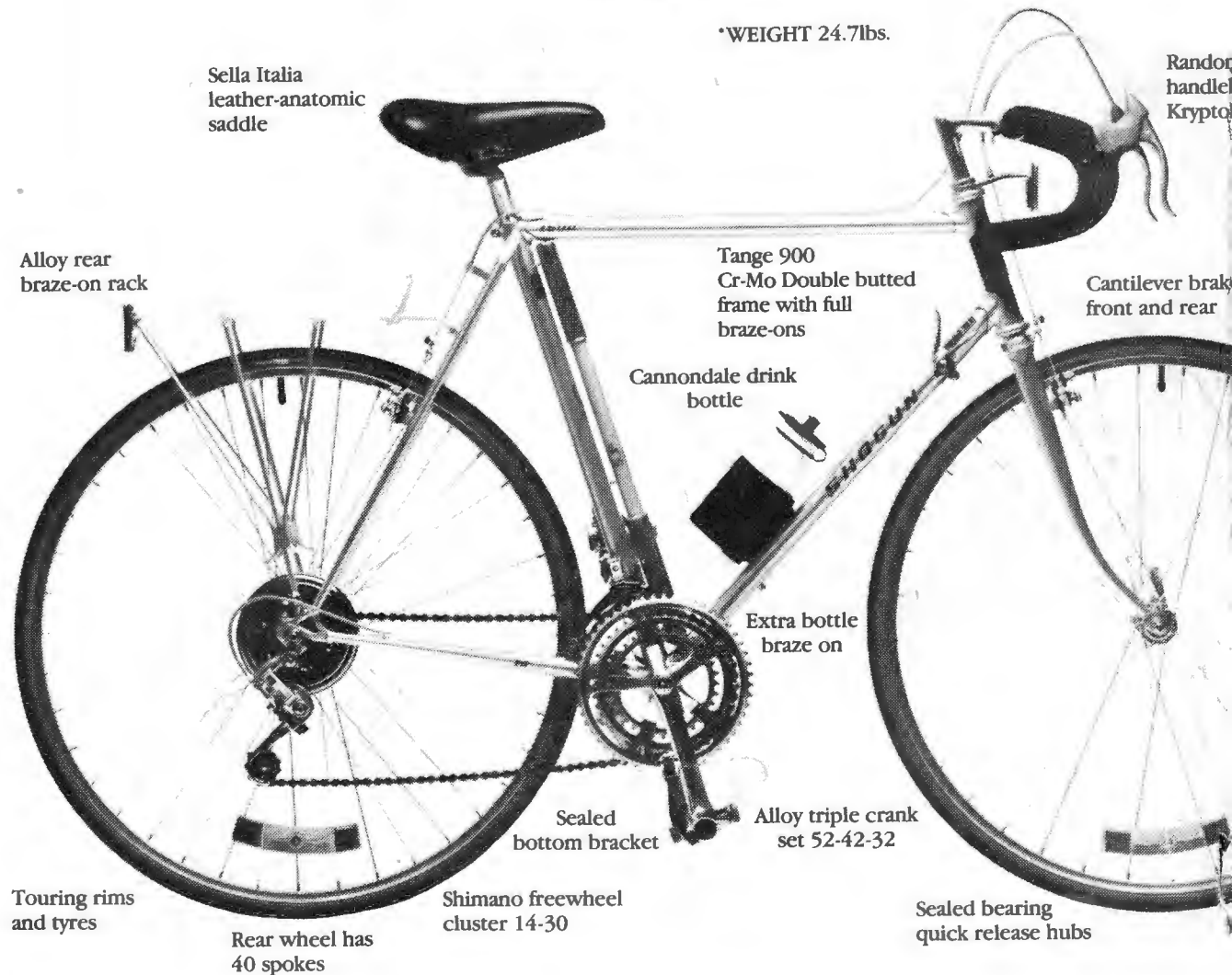
At present the Gold Coast has nearly 20 km. of Bikeways (to give them their official name). However, most are away from the mainroads and seem to have been planned principally for school riders. One in particular that I use when riding to Nerang runs parallel with the busy Southport-Nerang road for a kilometre or so, then turns away to a shopping centre and various schools. If you brave the dangerous Nerang road and cross to the Aquinas College it continues nowhere particularly for another three kilometres.

The Gold Coast City Council has constructed two more short Bikeways, costing \$54,000. Altogether, Bikeways will have cost over \$300,000 to the end of 1983. A private developer, who has commenced the Pacific Waters Estate near Runaway Bay and promises 1,800 homesites, also has announced that the scheme will include 50 km. of Bikeways. So here's hoping. In any case I'm sure you will find the roads first rate and will enjoy Gold Coast cycling.

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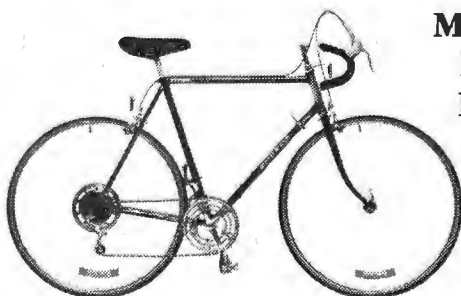
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Restoration Work

The dilemma facing the prospective tandemist with an old frame is weather to restore it to its original condition (a very worthy aim) or to update it with modern components especially gearing. I can not help with that particular decision except to say that if modern parts are fitted to keep the old ones with the machine 'just in case.'

The main criticism of older frames is one of weight. I have honestly not found this much of a problem apart when alpine touring. Generally the increased efficiency bestowed by the two riders 'in tandem' more than compensates for the increased weight.

The majority of frames hanging in back sheds are of 1930's vintage and show a great similarity in the lug design even though they may have been personalized by the builder.

You will be lucky if you can discover the original maker as there were many hundreds of frame builders using these lug sets. Quite a number were built in Australia including some splendid machines produced by the Malvern Star Company over a twenty year period.

As with purchasing any second hand bike the most basic essentials are to check for any signs of frame damage due most likely to a collision. Ideally the forks should be the original as replacements are a major headache. A double gents frame is far more suitable for extensive general riding than a 'lady back' which will often be seen to have collapsed somewhat across the 'lady' section thus decreasing the effective room available for the stoker.

Head sets for tandems in the first fifty years of this century were produced mainly by the Brompton Company of England and although of excellent

quality the races are often damaged or worn. The headset is oversized in that it fits around an enlarged 'beefier' steering tube on the front forks. They are most commonly of the pinch bolt and lock nut type. A modern head set stem requires a sleeve of the same type inserted into the head tube to make it fit.

The chain set is most commonly the three pin Williams type in a straight through arrangement and the bicycle may be dated fairly accurately so I'm told by the letter code stamped on the inside of the rings. I am still trying to find the key to the code but it ran with a single letter in the alphabet sequence for the first 26 years starting in 1903 before changing into a two letter system. Older bikes have broad chains and chain rings and can not be used with derailleurs other than the Cyclo type. They are now best fitted with Sturmey Archer hubs which are not ideal on tandems although special tandem varieties were made. The chain wheels that take 3/32' chain can be used with five speed freewheels successfully.

Changing to modern chain sets with cotterless systems presents a whole series of problems. The bottom brackets have unique axles and cups with 5/16' bearings. Standard axles do not fit. Also the front eccentric bottom bracket is extremely narrow. Conversion to modern cups involves fitting a whole new eccentric in front and reducer sleeves in the rear. Modern bearing systems do not wear as well as the older types but if yours is shot then you have some work and expense in store.

Damaged threads in the bottom brackets and on the steering tubes present the most difficult problem and if any reader knows of a tap and die set for older tandems the Tandem Club of Australia would be glad to get hold of them. The rear bottom bracket of an ancient tandem I was working on had totally stripped threads which required brazing in a sleeve with modern threads.

All of the parts mentioned above are available from the English Tandem Club. The TCA holds a small stock of spares for more rapid service.

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Bicycle Touring

Melbourne to Sydney via the Coast

by Viola Wiedmann

I chose to ride in S.E. Victoria because it is one of the few areas in Australia which has not been over-documented, overpublicized and has some very interesting National Park areas. I had little concept of what the area (East & S.E. Gippsland) would present. That in itself was incentive enough for me.

I was intending to travel on my own until a friend, John, warmed to the idea and decided to buy himself a bike and come along too. Our bikes, as we realized later when we investigated bike shops upon arrival in Sydney, were anything but *touring* bikes. John's was a Christoff ten-speed racer with an Australian molybdenum steel frame, Michelin 27 x 1" tyres. He attached front and back carrier over mudguardless wheels. My bicycle, also a ten-speed, was slightly more solid, a Custom Built frame with Panaracer 27 x 1 1/8" tyres and two solid carriers over mudguards. I also had a dynamo light system, where John used a leglamp.

Our plans were hardly plans. I usually travel from day to day and rely on local people to direct my journey. So we didn't 'book ahead' or work out our route — simply planned to give ourselves plenty of time to be flexible — two months seemed just right. "Be home by Christmas", we said to our friends.

We figured we would acquire fitness in the first few weeks. A friend suggested from experience that we cycle 5 — 7 days and then camp for a few days. We were to remember and take his advice when we became grumpy after about a week of pedalling. A few days rest without having to pack the tent and cooking gear and food and clothing and camera etc, is quite the best tonic for weary cyclists.

We packed our bikes in used boxes begged from a bicycle shop. With the Railways bicycles aren't bicycles if



An early morning and mist-laden idyll at Nowa Nowa

they are parcelled up, and the cost to transport each to Melbourne is about half the bicycle rate. However, as soon as insurance of the 'parcels' comes into question, the parcels become bicycles again and the

railways won't insure these 'high-risk' articles.

So a great flurry of packing and we were off to the big smoke — Melbourne. Little did we realize that Melbourne was a veritable obstacle

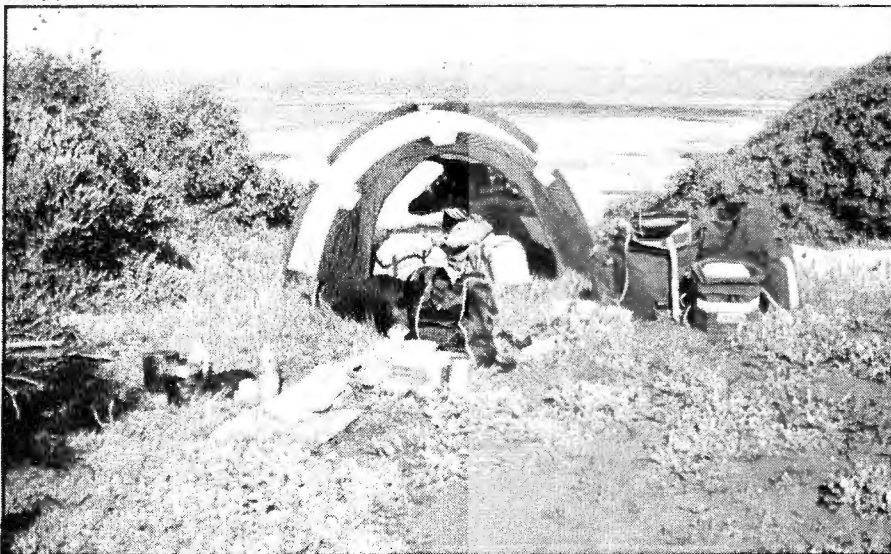
course for cyclists, with tramtracks and cobblestoned road edges lurking along every major way out.

An hour's train trip out of the suburbs on a rainy, windy Monday brought us to Frankston, and we set off towards the east. I was still fighting with toeclips which I hadn't worn before the trip and trying to keep the balanced load from overturning me. Our weight was kept low on both wheels but I did carry a camera bag between the handle bars.

The weather proved kind to us during the greater part of the trip and I was grateful at least twice a day that we had decided unwittingly to travel from west to east with the prevailing winds. The skies were overcast for many days and although we wished we could swim and sunbake we realized that cycling in hot weather would be no fun.

Distances varied greatly according to our moods, the weather and road conditions. Our longest distances were 85 km per day and our total cycling distance turned out to be 1,250 km over 6 weeks. Strangely enough it was not the incredibly steep rocky roads of Mimosa Rocks National Park (NSW) nor the long steep hauls into and out of Eden (NSW) that slowed progress. It was the narrow highway with nowhere to go when cars and trucks passed at impatient speeds and finally, the stretch along the NSW coast where we were unable to find alternative routes to the Princes Highway. The joy of touring on bicycles lies not in distance nor fast road surfaces but in being able to take your time to get places of isolation; to see and hear along the way so many of the things you miss when bopping along with the stereo in an airconditioned sedan, cursing the gravel or windiness or slow vehicles . . .

Ensconced on Phillip Island with shelter clothing and, before long, food.



Our route took us along the coastline wherever possible and we explored on foot as well as on wheels. At Walkerville near Cape Liptrap (Vic), we climbed into history over old lime kilns along the beach and up into the once bustling village, now a hillside of morning glory creepers and spiderwebs, spun undisturbed between the trees. Next day a two hour climb pushing our faithful steeds took us back along a sandy track to Fish Creek where we scoffed delicious custard tarts.

At Wilson's Promontory (Vic), Mt. Oberon offered us a spectacular view over Bass Strait after a 2 hour jaunt along a well-trodden track to the summit. Another rewarding birdseye view 'climb' was a 10 km hike we took, off the main highway 3kms up Mt Imlay (NSW), in rain and wind. Mists swirled over Eden 2,906 m below. A long view opened up towards Mt Kosciusko and a nostalgic backward glimpse showed us where we imagined Mallacoota (Croajingalong National Park, Vic.) to be — a 100 km stretch of isolated bush area where we had spent several days scrunching along sandy beaches, canoeing around inlets and looking at the incredible variety of heath flowers in bloom.

Pushing our bikes (again!) up and over Tara Valley and Bulga Nat. Parks between Yarram and Traralgon (Vic) gave us the time to be part of the hot, sticky silence of the rain forests with the birdcalls dropping like oil into water and spreading out all around. The ferns in their thousands uncurled silently from their brown furry fists into long rich green fronds.

Another walking excursion took us with our bikes down to the little known Mimosa Rocks Nat. Park (NSW), so adequately described by Alan Fairley in his *A Field Guide to*

the National Parks of New South Wales. There we saw the soft evening light set aglow the strange pillars and rocks jutting out along the small stretch of coast.

Places, however, are often best remembered because of the people we met and our interactions with them. Our bicycles proved to be passports to friendly welcomes and curious stories. Many an old gentleman passing us as we sat having a drink outside local delis, would then spend time with us, reminiscing about their cycling days and how bikes were certainly different then . . .

People wanted to know why, where from, how and these questions often led to friendly offers of beds for the night, cups of coffee or even a short lift along a bumpy stretch of road, which we weren't too proud to accept. Offers such as "you must come and see us when you come by our town" caused us several times to make long detours inland, and off our intended coastal route.

We 'discovered' Tara Valley through a generous young couple trying an alternative lifestyle while still maintaining regular jobs. We explored Sale through the eyes of an oil rig 'widow', whose husband worked one week off, one week on for a Bass Strait oil company.

At Buchan we accepted an offer to share a caravan with "our friend from the SEC", Mick Mather. He had looked up at the sky, observed that it would pour within the hour and suggested we share his mobile home. He kept us amused by stories of Victorian politics, history, Buchan local gossip and his theories on trailers and bicycles, while cooking us a huge steak each.

The "Republic of Mallacoota" car sticker, the mudbrick houses and the advertisements for craft fairs intrigued us as we cycled into this unusual seaside town and by the fourth day we knew the artists, the craftspeople and the abalone divers who had initiated this 'radical' move away from the forgetful administration of Orbost, 100 km away. And yet another group of people who were determined to fight the city way of life and rediscover their own capabilities were the self-styled "valley hippies" along the Araluen Valley near Moruya in NSW. These we met one Friday night at a Youth Hostel tucked away along the valley. Jeff, the owner of the hostel had invited everyone back for a singing, guitar playing get together, and people chatted comfortably. Offers to exchange skills came readily. "We'll trade your peaches for help to build our wall" and so on.

So when we reached Nowra, the busy highway, and the burst of hot weather with strong northerly headwinds, forced us to put ourselves and our bicycles on the train to Sydney.

We'd had two punctures, one each, both within a day of one another. In 1,250 km I didn't have to change my tyres although they had no tread left when we got home.

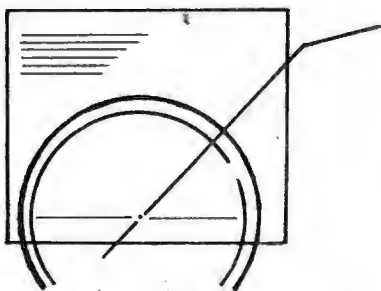
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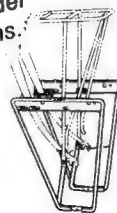
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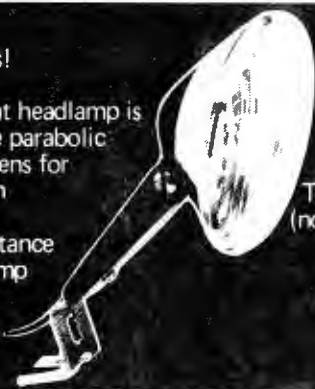
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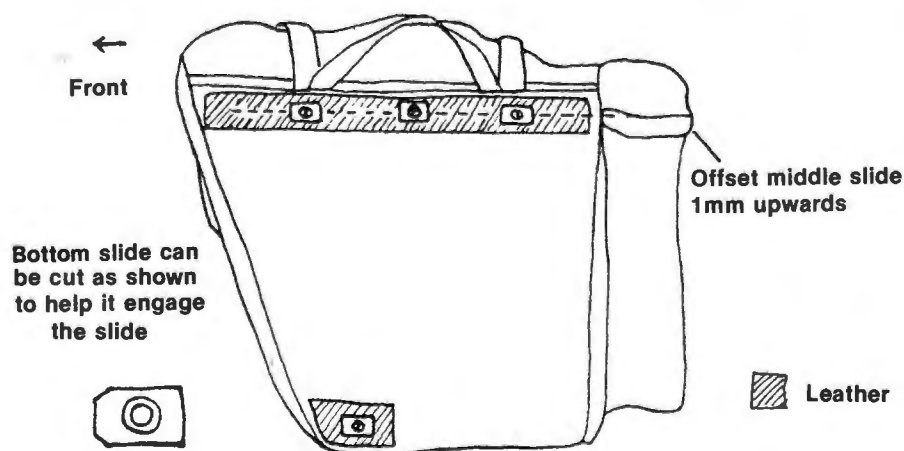
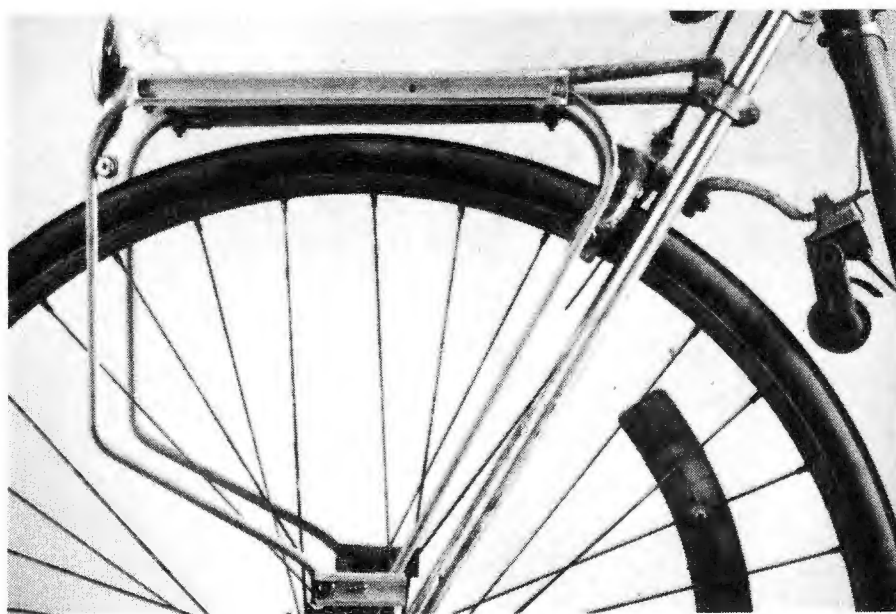
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Do It Yourself

A Slide Mount System for Panniers

Doug Thompson follows up his earlier do it yourself articles with this easy to construct mounting system.

So you have a pair of panniers which on the whole are obedient to your whims, except when that little elasticated doohickey catches in the spokes or you hit a hard bump and your luggage pirouettes gracefully off the rack and into the scrub . . . if this is your life, read on.



Ingredients

1 Length Sylon alloy cupboard track (1.219m seems to be the shortest available).

8 Sylon nylon slides for the track.

8 countersunk and 6 round head brass bolts 5mm and 20mm with nuts, washers to fit.

8 round head brass or zinc plated bolts, 3mm x 12mm with 8 washers and 10 nuts to fit.

1 piece of copper, 5cm x 10cm, 1mm thick.

2 old spokes with nipples.

To change your present pannier mounting system first head for your nearest well-stocked hardware store and purchase the ingredients. You will find the nylon slides rather overpriced — I did, and with a box of 200 ended up through some momentary mental aberration about dealing with the wholesaler direct!. So if anyone wants to send me \$2 and a S.A.E. to 24 Feakes Pl., Campbell, ACT 2601, I will gladly despatch them 8 slides. You will need a cheap pair of tin cutters for slicing up the copper.

I chose a Karrimor type rack on which to mount the slides because they are cheap, rigid and can be easily rewelded at any garage if they eventually fail. Heli-arc welded racks can break, and do, despite their horrendous price, and finding a welder who can repair one is an expensive and time-consuming headache.

Saw up the track into the piece shown on the plan and drill it where shown. The rear holes should be drilled to allow the mounting plates to clamp snugly outside the two cross bars on the rack. File the nipple down almost flush and force fit it through a hole drilled in the bottom of the track, or alternatively glue it in place. Cut 2 x 6cm off the threaded ends of the spokes and bend to the shape shown — these are restrainers to prevent the bags sliding off backwards. File the sides of the aluminium track to a rounded shape at the ends — this facilitates sliding the bags on and off.

Now mount the track to the copper clips after cutting and drilling these. Use the smaller nuts and bolts. Note that the front bolt pokes outwards through the track and is held by two nuts — it will stop the pannier coming too far forward. The rear bolt goes inwards and after tightening must be cut off almost flush with the nut. The lower slide is held to its clip by 2 nuts and bolts, both of which must be cut flush with the nuts. Now bend the slips as shown, and using six of the

larger nuts and bolts and washers, clamp the tracks tightly onto the rack.

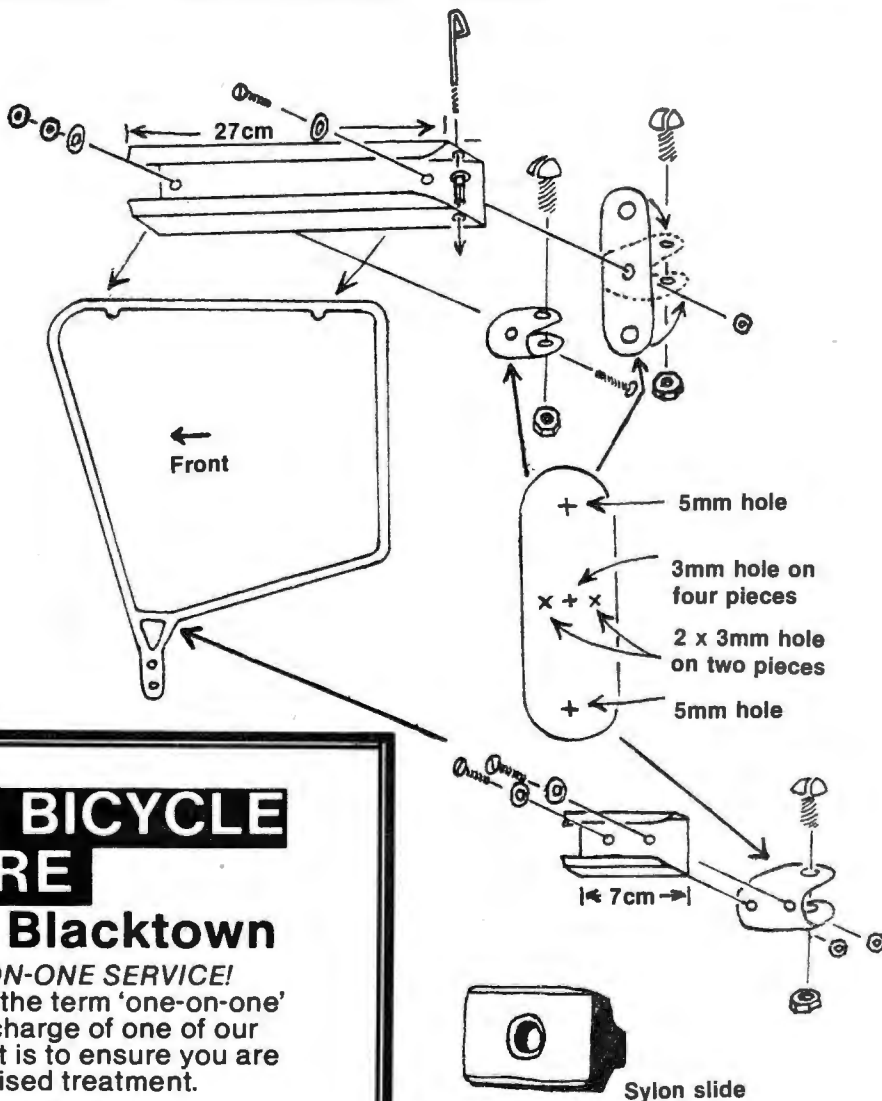
If you are making panniers, sew leather on where shown. If you're converting an existing set, just clamp the leather, smooth side out, under the slides with the nuts and bolts. The three top slides should be carefully aligned, although there is room for a slight error factor. Bolt them on, using a washer and lock washer next to the nut. The front slide should be placed so that it will butt against the small restraining bolt on the track and yet allow the required heel/pannier clearance. The rear slide should be just ahead of where the restraining spoke will come through.

Slide the pannier onto the track and mark where the lower slide is to be positioned. Bolt it on and you're nearly there. The nuts on the inside of the pannier backing board should be taped or glued over to prevent them eating into any contents.

I've used this system for two years and have found it very strong and

rigid, even when carrying huge loads in the panniers, and it's pretty inexpensive too. The only drawback

I've found is that the panniers tend to slide on and off a bit sluggishly in wet weather.



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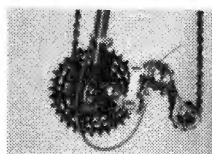
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New Zealand Awheel

Australian trail developer Michael Burlace reviews two New Zealand touring guides

Imagine a country with perfect cycling conditions including a set of guides to most of the roads in the country. Imagine that it is close at hand and reasonably priced.

Well, New Zealand has just become that country. Not that it has just emerged from the sea – just that it has recently produced guides to cycling both islands. They both give scant details of many of the non-cycling aspects of a tour of New Zealand but the basic info on how to pedal from one point to another and how to connect up with shops, camping areas and other services is there.

One of the problems of producing maps and text to guide cyclists is the enormous amount of detail which can help make a ride much easier. To include all this detail in a guide would make it too bulky and yet to leave some particular bits out can make a big difference to some users of the guide. The maps are the biggest problem as they require of the authors skills which are not as common as writing skills and also skills which are less common among



the users. Both the New Zealand guides have avoided this problem by providing only the most basic of maps. You will need a decent road map or a set of topographical maps to fill in the details and to connect up the small maps in the guides.

The South Island book lacks an overall map showing where every other map fits in. The one for the North Island is better but still very basic. The South Island maps lack an indication of scale, a north arrow and many of the places mentioned in the text are not shown.

However as the country is quite small it takes only eight maps to cover the North Island and thirteen the South Island at a scale of 1:250 000 which seems to be the most popular scale for cyclists. Compare that with Australia where it takes 544 maps at that scale to cover the country.

The population of New Zealand is less than that of Sydney or Melbourne but those people are spread over a somewhat greater area (these two cities would fit comfortably into one of those maps mentioned above).

Combine the smaller population with spectacular scenery, good roads, relatively unspoiled countryside and a gentler pace of living and the place becomes even more attractive. There

are of course a few hitches otherwise we would all be living there. Sandflies can be a problem in some areas but then we have our patches of biting midges which we call sandflies.

There is a slightly larger problem with New Zealand for all outdoor pursuits. The weather. It does get very hot, but the cold, the wind and the rain in certain seasons and areas can dampen more than your spirits.

Don't be surprised when reading through these books, particularly the southern one to find comments like: "Weather – wind can be bad around the lakes. Usually raining on the west coast so there are lots of slips. Sometimes snow on pass." By the same token, when it is not raining the humidity is quite low compared to coastal areas of Australia and this makes for very pleasant cycling. Some Australians report being able to cycle greater distances as a result.

So the place is there, the books are available. Get the books, sit down with them and an overall map of the country to tie it all together and then go and do

"If you believe that the greater pleasure is in the journey, rather than the arrival, and if you like the feeling of moving in the environment rather than through it, then you are in tune with the idea of cycle touring." from Duncan Stone's excellent introduction to cycle touring in the guide to the North Island.

"New Zealand is an excellent place for camping wild. There are no dangerous animals, few dangerous people, and no snakes or poisonous creepy crawlies, except for the katipo spider, sometimes but very rarely encountered at beaches." from the notes for overseas cyclists in the guide to the North Island.

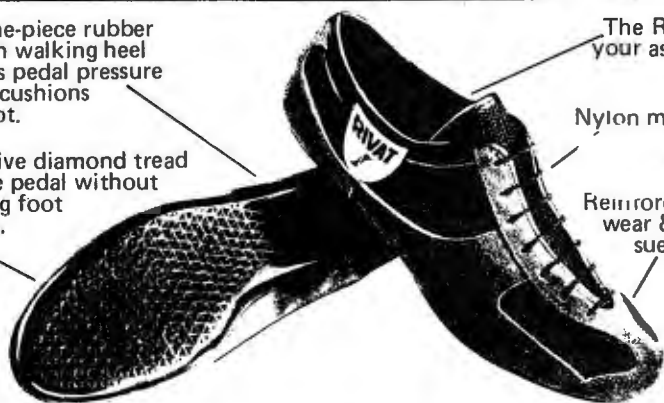


Cold mist flows beneath the serrated profile of the Remarkables near the South Island resort town of Queenstown.

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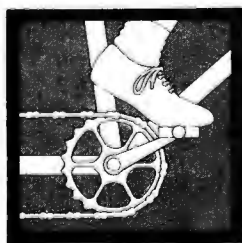
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it. The reports of the tours, particularly in the southern book are a little breathless, like a cyclist at the top of a climb, so you'll need your imagination to fill in the missing bits. To me that is part of the fun of a cycle tour, planning it. Also part of the fun is when it's over and the places, people and the experiences flock back into my consciousness.

I've yet to meet someone who hasn't enjoyed touring New Zealand.

The South Island book was produced about three years ago but there are amendment sheets which come with it now. These do fill in a few gaps and correct a few gremlins. The North Island guide was produced late last year so it is less likely to give you problems. It has also obviously benefited by following in someone else's footsteps. It is a better production all round except that it lacks the excellent Don Hatcher cartoons of the southern book.

The amendments to the South Island book have an update card with them. This allows people to send in corrections and additions. They are intending to update the guide yearly. The comment card also has an order form for a book of out of the way routes and a guide to Christchurch and Canterbury. Both guides have introductory sections on bicycling, touring, New Zealand and various other relevant details. These are good and would make a substantial difference to a relative newcomer to cycling or overseas travellers such as Australians planning a tour.

The Healing Guide to Cycle Touring in the North Island New Zealand compiled by J.B. Ringer for *Southern Cyclist Magazine*, is published by Southern Cyclist and the Bicycle Association of New Zealand with Healing Industries Ltd. *Cycle Touring in the South Island, N.Z.* by Helen Crabb is published by the Canterbury Cyclists Association. These publications are available from *Freewheeling Mail Order*. To order please use the form enclosed in this issue.

Another publication which may help if you are planning a tour is *Cycle Touring in New Zealand*, a single foolscap sheet written by Liz Spangaro for the Bicycle Institute of New South Wales. This is brief but informative and has some delightful touches of irony. It is a pity Liz didn't write the BINSW guide to touring Australia which is unfortunately rather inadequate, full of omissions and containing quite a bit of irrelevant or inaccurate info. For the New Zealand guide, write to BINSW, 399 Pitt St, Sydney 2000 enclosing 60c which includes postage.

Michael Burlace is executive director of Australian Cycle Trails and has written guides to parts of the cycle trails linking Melbourne, Sydney and Brisbane.

Bicycle Touring

Malaysia's East Coast

Long time world bike rider Christopher Williams spent a short spell on the Malaysian Peninsular and found cheap food, sunburn, and a handful of guerrillas!

Singapore is a fast, expensive and noisy city, and the only good word I can say for it is the great and cheap Indian food on Saragoon Road. Sadly, nearly all of the pedalled Trishaws have disappeared before the motorised onslaught.

Leaving Singapore, I thought I'd try and ride straight through Immigration Control and pretend nothing was unusual. Well, 500m down the road a guard ran out from a hut and stopped me — I had to walk back to get my passport stamped saying I had left — such is bureaucracy!

From Johor Bahru the road is rather rough with much traffic and definitely no shoulder to escape — twice I ran off the edge of the bitumen and lost my bike.

Arriving in Kota Tingii with only $\frac{1}{2}^{\circ}$ sunburn (I had just flown from the middle of a Japanese winter), I put up at the comfortable Hotel Kota for \$5, pretty average value — it's always cheaper travelling in pairs.

Next day it was 91 kms to Mersing and the coast, so an early (8.30 am!) start was called. With no villages or shops on the way, food and water was a problem stocking up in Kota Tingii is recommended.

When lunch time came (two slices of cake and 2 oranges) it was time to don my anti-sunburn clothing and settle back under the shade of a tree in a small clearing.

Immediately I became aware of the constant stream of logging trucks on the small road. I counted at least one every 30 seconds, often more. Over

one hour, this worked out to a conservative 120! At this rate I wonder how long the famed Malaysian forests can last. At "Friends of the Earth" office in Penang Island, they estimate only 10 years. (They were in joyous moods — they had just forced the Malaysian Government to abandon its plan on building a massive dam — in the heart of the famous Taman Negara National Park).

Back on the road, I came across Ernst, a 36 year old German mechanic from Hamburg riding a racing framed bike complete with 1 inch singles! He was replacing a brake cable and we yarned for a long time. He had designed and fitted an ingenious aluminium case about 4 inches wide that fitted

snugly between his legs in his triangular section — just wide enough to fit a camera, lens, money, water-bottle and a little food (see photo). Besides that, Ernst carried a one man tiny tent strapped between handlebars — nothing else — no panniers. How I wished I could travel so lightweight!

Ernst had cycled Mexico, California and "Death Valley" (during winter time), Sri Lanka and Finland to Norway, all trips separately in his annual holidays. The Finland to Norway trip — 4,000 kms, he did in 4 weeks. We swapped tales and he was off. As it turned out, I arrived in Mersing over $\frac{1}{2}$ hour before him it's funny how often the tortoise ends up first!

At Mersing, it is possible to camp out just north of the town beside the sea, a very pleasant night, minus the mosquitoes. At Mersing I had a few spare days up my sleeve so Ernst and I decided to take a small boat and our bicycles out to Tioman island — $3\frac{1}{2}$ hours out to sea.

Well, the $3\frac{1}{2}$ hour trip ended up a full 5 hours, all under the intense sun, on the roof of the small, crowded boat and my $\frac{1}{2}^{\circ}$ sunburn quickly became $3\frac{1}{2}^{\circ}$! I couldn't ride for 4 days, and spent most of my time on the island lying on my back in a hut — such was the pain! Ernst was worse I managed to leave the island after 3 days, but he had to stay, couldn't put on his leather cycle shoes so swollen were his feet!

Tioman Island is very beautiful, despite the large number of foreign "tourists" there. It has clean beaches, cheap accommodation and a quiet, slow pace of life. If you intend on making the trip, take your small stove (eg Trangia) with you and plenty of fresh fruit and vegies — they are scarce and expensive on the island.

Cycling again northward, sadly the road does not follow the coast, but about 2 to 3 km inland a real pity. That annoyed me because after Kuantan, 150 km away, I had to turn inland to reach Kuala Lumpur. Also, you



Some Malaysian boys pose mid-stream with a local work horse.

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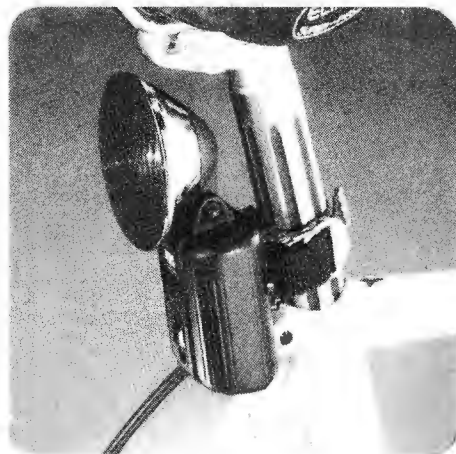
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cross a large open swamp area, hence no trees, and no shade and no buffer against the constant head winds — not the ideal cycling conditions by any means!

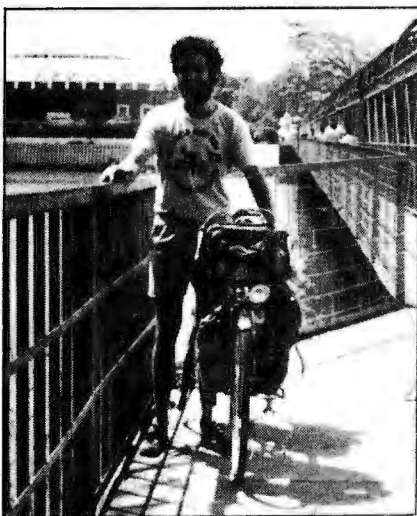
That night, 40 km past Mersing, I camped behind an old abandoned house. You must be careful in S.E. Asia when you camp out on your own; I tried not to be seen.

Next day and more headwinds. December to March is the dry season for Malaysia, so, as yet, it had not rained at least one blessing! Finally, at a small coastal village called Nenasi, I saw the sea again — but it wasn't an inviting picture.

It was rough and dirty looking, so I quickly ate lunch and rode on. Food and drink are no problem, as long as you are willing to eat what's going. I always avoided meat, often fish, especially after Oliver's experience here in August.

During the afternoon, I passed two checkpoints complete with armed soldiers with weapons loaded, so I wasn't arguing! Apparently there are still a few crazy communist guerillas who stage the odd ambush or hit and run raid — two were shot dead by soldiers in the forest during my short stay in Malaysia. Most people think the few hundred or so guerillas are fighting a lost cause — none of the local villagers support them.

Next day I reached Kuantan and cycled straight for the sea for a swim, in clean water next to two expensive



hotels! No worries, I wasn't staying there.

Due to my Sri Lankan schedule, I had to head for Penang via Kuala Lumpur, so next day I dismantled Cecil C.P. (my bike) and he rode on top of a dangerously driven bus for \$2. It cost me \$3. I believe further up it's beautiful along the coast (according to the other Wooboras who were here in August) but then again there is the Oil-Industrial complex at Kuala Terengganu. As the saying goes, "You can't have your economic cake, and eat it too!"

In retrospect, I always found the Malaysians to be excitedly interested in my cycle and me, always friendly and honest with no sign of wanting to steal from you — a bad problem elsewhere in S.E. Asia.

From Kuala Lumpur to Penang is a busy highway. I decided to catch the 10pm train — a story worth relating.

It was 2 days before Chinese New Year and it seemed that most people in Kuala Lumpur wanted to go to Penang — by train. So at 9.30pm all the carriages were full with people hanging off the open doors, similar to flies. Another annoying point was that there was no luggage van. Cecil would have to go the next day. I felt very uneasy about leaving him behind but what could I do?

At 10.10 pm with people still hanging from the train, I decided to unroll my swag and spend the night on the platform bench — I took a last minute photo in the dim light as a memento. Suddenly some door was miraculously opened from inside and I was sucked towards the open door as if caught by a vacuum.

That night, huddled on the floor beside an open door, I had to share the cramped space with 10 or 12 Malaysians — most standing up. An unforgettable experience!

Penang is an interesting place to cycle around but beware of the pace of the cars — it is very dangerous, as there is really only one road you can take around the island.

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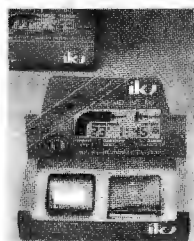
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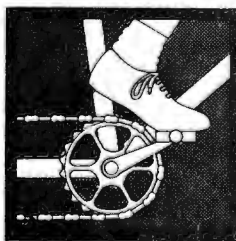
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Equipment Review

Lighting up the night

A look at what's new in Bicycle Lighting



Since last winter a number of new bicycle lighting systems have become available on the Australian scene. The trend is encouragingly towards stronger and brighter lights with the British Lighting standard having a big effect on European systems.

Battery Lights from Europe

Two of the most popular battery sets have recently been designed to meet the British standard. These are the Berec front and rear and the French Wonderlite.

Wonderlite has for years been the largest selling battery light in this country. Its popularity probably comes from its ease of mounting as this light needs no special mounting requirements save a handlebar at the front and a seat pillar or seat stay at the rear. Recently a version of this light made in the USA has become available locally. This version is not yet available in the improved version and care should be taken to make sure that the correct version is purchased.

Berec front and rear lights are more difficult to mount than the Wonderlite. They come with bolt-on type mounting brackets which are meant to fasten to the handlebar in the front and the right hand seat stay in the rear. They are more difficult to mount onto racks and other parts of a bicycle. Many urban cycle commuters have wrestled with this problem and a number of clever mounting applications have been invented. One rear pannier rack (the Hiker Biker) actually has its own welded-on bracket which takes the Berec. Both Berecs are highly thought of by bicycle advocates and their British standard compliance has made them the most highly recommended lighting units sold.

Are Generators a Drag?

The popularity in the last few years of the bottom bracket mounting generator manufactured by Sanyo -

The Dynapower - is probably due to the units low rolling resistance. As its mounting position is down low on the bike, and the generator roller contacts the top of the tread, The Dynapower is open to all the mud grease and water the road has to offer. This often means that depending on the tread pattern (or lack of it) of the tyre used the generator will not function as well in the wet. The generators only other problem is its low power output at slow speeds. The Sanyo Dynapower will comfortably power a single headlight but will have difficulty delivering the necessary current to enable a good sized tail light to be used.

All this aside the reason that this generator is the single most preferred unit currently sold in Australia is due to its low drag, ease of mounting, and moderate output. Newer versions of this generator set are sold with headlight fitted with Krypton gas filled globes. This unit is currently being tested by [Freewheeling] and a review will follow in the next issue.

Halogen Light Globes

For years these bright white lights have been available for motor car lighting but have only recently found their way onto bicycle lighting equipment. The IKU (still only available as a headlight) is still the best all round headlight of any type on the market. It has zenner diode overload protection against excessive power input and can be powered from either battery pack or generator.

One modification of the IKU that has been sighted is a 6 volt detachable

**Forty Bicycle Rides
around Canberra
and Southern N.S.W.**

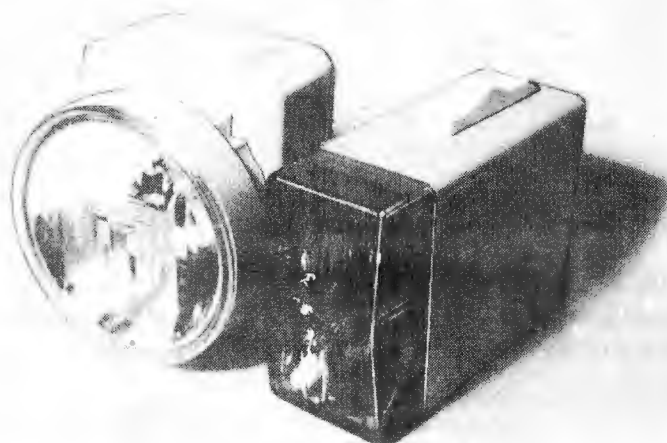


**There's more to
Canberra than its
cycle paths!**

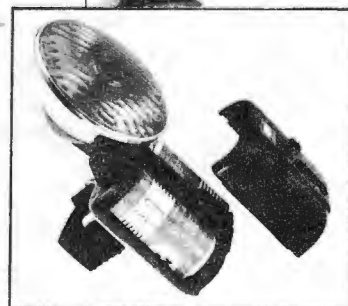
Forty Bicycle Rides around Canberra and Southern NSW is a beautifully illustrated guide to cycling that shows you the best places to see and tells how to get there. The featured tours are all road tested and are accompanied by maps showing road surface details.

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Tropical bicycle odysseys



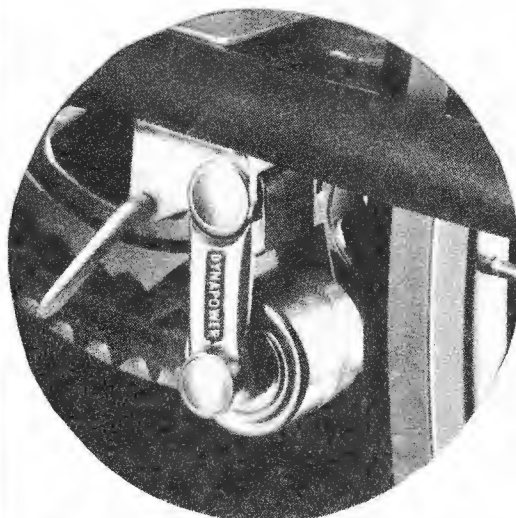
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c/- Going Places, 26 Abbott St.,
Cairns QLD 4870



**The popular Dynapower
generator unit.**



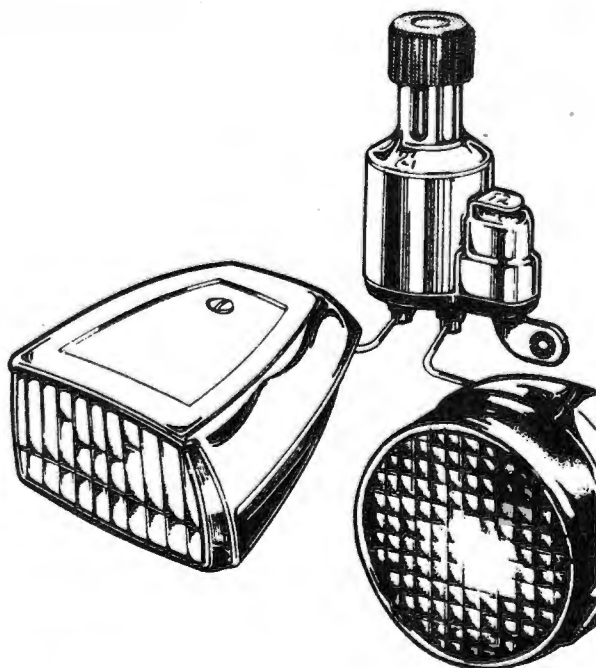
The IKU halogen headlight.

battery power pack mounted under the saddle which serves to run the light on the bike or as a cooking/camping light off the bike. Electrical alligator clips had been fitted to the ends of the leads to enable the light to be easily connected to the spring terminals of the battery.

The IKU's competitor in the field initially was the Union Halogen headlight. The initial euphoria with

this light was soon diminished when its bracket was found to be weak and prone to breakage. Contrary to reports floating around the bicycle advocate/activist scene this light is not fitted with diode protection and, even though it is promoted as a sealed beam unit, replacement globes can be fitted provided that they can be purchased. In most cases these will cost close to the original price of the complete unit.

The Velo-Lux lighting system showing the front and rear units plus the fitting brackets and generator.



The newest all Halogen lighting system is this Soubitez set from France. The rear light has to be the brightest available.

Soubitez Halogen Generator Set

This new generator lighting set comes with both front and rear halogen globes fitted. Its tail light has got to be the brightest rear light currently available in Australia.

The set comes complete with all wiring and mounting brackets but has only very brief mounting instructions. The lack of detailed fitting information is a continuing problem with all types of lighting systems.

The Soubitez rear bracket was designed to accept both generator and rear facing light. It was made of strong plated steel whereas the front bracket was of a lighter thickness pressed metal. After a few months use the pressed side gussets cracked and the bracket broke soon after. This is a pity considering that the front brackets shape makes it very easy to fit on most bikes without fouling on the lower headset bearing cup.

The twin pole generator put out ample current to drive the powerful head and tail lights. Even though this generator had a plastic look it performed well with only moderate drag and noise. The double terminals were a little fiddly when installing the wiring. These were simple spring loaded friction terminals one for each light (the ground terminal is generator body).

Lighting distribution from the headlight was good even at low speeds and the tail light gave a brilliant display when viewed from a following vehicle. No zenner diodes were fitted to the light units.

The Soubitez sells for approximately \$45.00 and is available from most specialist bicycle dealers.

An Incomplete Survey - Future Trends

This short survey is by no means complete. Even now it is predicted that better and brighter lighting units are on the way. The Japanese company have improved their current battery operated front and rear lights and these are now worthy competitors to the better European brands.

The Japanese still seem to be holding out on putting halogen globes in their lighting units in favor of Krypton filled globes. This is a pity as the Halogen is far superior to any other kind of light bulb available.

The real leap forward in bicycle lighting design and performance will come when the manufacturers and marketers begin to regard their products not as toys but as serious life saving and necessary equipment. It would

be refreshing to see good design and technology used such as proper electrical cable joints and terminals as well as plug-in pre-focused globes and reflectors. It would be good also to see a few bicycle models sold complete with lighting systems wired and fitted as is the case in Europe and America.

It may be an antipodean wish but there's no harm in trying.

Presently the state of the art in bicycle lighting technology comes from the USA in the form of the Velo-Lux halogen lighting system.

As with all systems installed on motor vehicles the Velo-Lux uses a rechargeable battery which is trickle charged by a Sanyo Dynapower generator. The big difference is that the unit can also be recharged from mains electricity which is something you can't do with the family car.

For convenience and mounting efficiency the battery is located inside the removable headlight unit which accounts for its massive physical bulk. The light output of the front unit is excellent and the extra large tail light unit gives a similarly impressive performance.

The complete package comes with good mounting instructions and all the necessary hardware to allow mounting to most parts of the bicycle. The headlight unit is removable and can be used as a flashlight when camping. As with all nickel cadmium rechargeable battery systems the high output is maintained up until the battery's charge is nearly expended. At that point the light output decreases dramatically so it is always best to run the generator to keep the battery charged up.

At present the unit sells for around the \$150 mark all up. For the serious cyclist in a city environment it represents a sound investment in the latest technology. Feed back from the two Australian retailers currently selling the system indicates that there are enough riders concerned about fitting a high quality lighting system to give optimism for the prospects of continuing steady sales.

What this indicates is that there is possibly a mass market world wide for a similar concept bike lighting system. The technology is available now but we will need to wait until a mass produced unit is developed. Then the price should fall significantly.

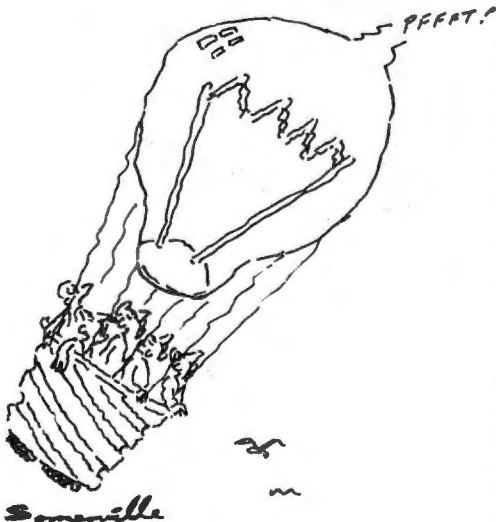
Only then will we see the bicycle-as-a-toy mentality disappear. There is no doubt that serious use of bikes as transport is being hampered by the lack of serious lighting systems. Maybe then a dealer will not be so afraid to fit a lighting system to a machine before it reaches the showroom floor.

The lights go out one by one

by Ron Shepherd

Only a year ago the prospects for effective bicycle lighting looked bright. The State Bicycle Committee of Victoria had investigated bicycle lighting systems around the world, and the very best were being imported into this country by the Bicycle Institute of Victoria. The superbright Union and IKU halogen headlights, the 'smart' Varta tail light which provided a bright, continuous rear light from generator or standby battery, and the Berec battery tail light with its excellent optical characteristics. And a special committee was established by the Standards Association of Australia to devise a really good level of performance for bicycle lights.

Now things are a bit duller.



The Union is not being imported, and the IKU is hard to find in shops. The Varta is no longer in production. The Berec is troublesome — it is hard to mount with panniers, the batteries rattle, the switch jumps off, all the brass bits get dirty and the light flickers and dims. The State Bicycle Committ's lighting research seems to be switched off. The Standards Committee hasn't met for nearly a year. A recent survey by the Road Traffic Authority in Victoria reveals why kids don't have lights on their bikes — their parents won't let them ride at night, so if they do nick out in the dark, it's without lights. Besides, lights tend to get ripped off, and break when you drop your bike on the footpath. The batteries go flat or get stolen.

No one really takes the idea of bicycle lights seriously. The police don't, and neither do the manufacturers. At the Safety and Trade display in the City Square in Melbourne last year, there were scores of gleaming new bicycles. Not one of them had a light on it. Imagine any other vehicle being sold without lights! Bike shops owners know that most cyclists don't want lights. The few who do can always be given a Wonderlight to bolt on in a jiffy.

It's all part of the 'bicycles-as-toys' syndrome.

But if new bicycles were sold with lights fitted to them, then people might regard them as genuine vehicles which can be ridden anywhere you want to go, even after the sun goes down.

That's the way it is in Holland, France and Germany. Have a look at a Peugeot or a Puch.

There is nothing technically difficult about making good lights. It's just that no one has ever decided to do it. Lights need to be reliable, long-lasting, waterproof and crash-proof. No problem. The lights that miners wear are like that already. But in addition, bike lights should have some characteristics of their own. Based on the best features of the super lights we had last year, here is an achievable specification for bike lights:

1. Headlight at least as bright as a Union or IKU which mounts under handlebar stem.
2. Tail light at least as bright as a Berec, mounts behind saddle or on rear carrier.
3. Both run from a tread-driven dynamo such as a Dynapower or Soubitez, mounted at the top of the front wheel where it is out of the slush, and where its own weight helps to press it against the tyre.
4. Both lights come on when the generator starts turning.
5. After the generator stops turning, the lights stay on for 3 minutes, long enough to wait for any traffic light.
6. Stand-by battery recharges automatically at speeds above 20 km/h.
7. Overload protection for both lights.

There won't be much dispute amongst cyclists about this list. It's obviously what we want, and it's all achievable with a smart micro chip. The Australian market alone may not be sufficient to induce a manufacturer to design one, but these requirements are world-wide. The first company to market such a system will do well. Let's hope that we haven't too much longer to wait!

Ron Shepherd is Vice President of the Bicycle Institute of Victoria.

Bike Events



And they're off on another Sun Herald Pedal for Heart Ride.

Big Bike Rides are Blooming

Bicycle event rides are springing up all over the country. In this sampler we present four old favorites and one new comer.

The idea of going for a pleasant ride in the country or suburbs with friends is not new. Ever since the invention of the bicycle people of all ages have discovered the easy social contact that can be had from the seat of a slowly moving pedal powered machine.

With more and more people discovering the joys of bicycle riding it's any wonder that the demand for organized rides has also increased. One of the oldest annual rides in this country is the Green Valley Twin Century to be held this year during early December in Sydney's western suburbs. This ride like the Michelin Autumn Daytour held annually in Melbourne caters for the enthusiast rider with a series of routes over distances of 50, 100, and 200 kilometres. The MAD ride was featured in the previous issue of *Freewheeling* and the story of the Green Valley Ride will be run in the next issue.

The recent interest in cycling has seen many other types of rides spring up. Organizations like the National Heart Foundation have long seen the connection between cycling and a healthy body and opted for bike rides to lead their fund raising campaign. Every year the NHF organizes a series of Pedal for Heart Rides all around the country. The rides held in Adelaide and the surrounding country towns are hugely successful so much so that the Sydney office two years decided to remodel its existing rides on the South Australian model.

The result was last years popular Sun Herald Pedal for Heart held in fine spring weather in Sydney's eastern suburbs starting and finishing in Centennial Park. This year the ride is on again for young and old. The venue is once again Sydney's cycling mecca

Centennial Park and a slightly modified 30 km course is the riders challenge. Though the ride attract many for who thirty kilometres is an easy run the bulk of the participants are family groups and individuals out for a fun day with good company.

The Sun Herald and the NHF provide excellent support and there are special prizes for the top fund raisers in each of the nominated categories. This year the ride takes place on Sunday October 7 with the first riders pushing off at 9 am. Entry/sponsorship forms are available from Commonwealth bank branches, selected newsagents and bike shops as well as the John Fairfax Reader Service offices in the city and Broadway. Entries must be in by September 28.

Money raised in the Sun Herald Pedal for Heart ride is used to support the Heart Foundation's fight against heart disease through its programmes of

research, education and community services.

The following weekend the Bicycle Institute of NSW will be running its annual rally/ride and details will follow in the next issue.

On the October long weekend this year (Sept 29 - Oct 1) Australian Cycle Trails will be launching its second fully supported bicycle tour: the Four Rivers Ride held in the beautiful Hunter Valley region of NSW. The ride offers overnight accommodation in local halls, a baggage shuttle to carry gear and morning and evening meals. A full outline of this ride and entry form follows at the end of this section.

A similar type of ride to the Four Rivers Ride but over a longer period of time is the Great Victorian Bike Ride. This spectacular event is timed to join in the celebrations of the State of Victoria's 150th anniversary.

The ride will take its participants through many country towns starting at Albury Wadonga and finishing in Melbourne nine days later. For those who cannot make the whole ride a special last day entry into Melbourne mass ride is planned. The ride is planned to be the largest ever seen in Australia and will be a forerunner to similar event rides planned for the Australian Bicentenary in 1988.

Riders will be well looked after and massive support systems are presently being arranged so that all the riders will have to do is turn up and have a good time. Full details and entry form are printed in the section following.

In November the ever popular *Freewheeling Sydney to the 'Gong* Bike Ride is on for the third year in succession. The 'Gong tour has grown from 250 riders in its first year threefold to 760 when it was held last year. This time the ride will be part of the city of Wollongong's 150th birthday celebrations and a total of 2000 riders are planned for.

The first entry form is printed in this issue and all entries must be posted by November 9. As riders kits have to be sent out and bookings made before the ride late entries can not be accepted so get yours in early.

The *Freewheeling Sydney to the 'Gong* Bicycle Ride caters for riders over the age of 13. This year all riders under 16 must be accompanied by an adult. The ride provides participants with a level of support that is world class. As part of the entry package entrants receive a tour guide booklet, commemorative badge and rider ID. Morning tea at Audley is included in the cost as are all support facilities such as repair vans and emergency crews. Caterers

selling wholesome nutritious food are arranged for the riders convenience at lunch and at the rides end at Wollongong.

Special arrangements have been made with the State Rail authority to transport weary riders and their bikes back to Central Station at the end of the ride. In response to last years requests the organizers will be catering for the faster riders by providing trains back to Sydney leaving the 'Gong from 3pm onwards.

The 'Gong Ride is a wonderful social occasion - a glorious celebration of the bicycle and healthy bodies. To encourage a carnival atmosphere Ozbike Tours the organizers are offering prizes this year for the best dressed team of four riders. Rumor and intrigue have surrounded this competition since last years win by a breakfast cereal combo. Stories have been circulating about several teams entering the 1984 ride. Among these are 'The Lascivious Lycra Ladies'; 'the Tandem Trike Gorillas'; 'The Chrome Moly Mountain Mules'. Prizes will be awarded for the best out-fitted team and runner-up team.

The entry fee for all riders on this years ride is \$6.50 (better value than a feature movie and certainly no boring lycra shorts. Bike/rider rail fare back from the 'Gong costs \$4.45.



Massive preparations throughout Sydney and Wollongong are underway for the third annual **Freewheeling Sydney to the 'gong Bicycle Ride**. This 1984 tour will not only be the biggest and brightest 'gong ride of all but will also be part of the climatic finale of Wollongongs sesqui centenary celebrations. 3,000 cyclists are expected this year to smile on Wollongong and discover Australia's best kept secret.

Onya bike for the third 'gong ride

No other bicycle ride in the world is quite like the Sydney to the 'gong. Not only is the route superb, vivid in its contrasts and dramatic in its scenery but the huge range of services offered to participants guarantees everyone gets to the city of steel. The organisers provide fine food for hungry cyclists, entertainment, breakdown, first aid and sag vans and arrange for return rail travel to Sydney's Belmore Park near Central.

Aside from all the activity from the organisers with their spaghetti like scheduling and the coordination of the dozens of organisations and authorities

involved, *Freewheeling* spies have reported cells of enthusiastic groups already engaged in secret preparations for the much coveted awards to be gained in numerous competitions.

Prizes

Competition is expected to be particularly tough for the **Best Presented Group** prize.

Inspired by the strong showing by breakfast cereals last year, the perennial Tandem Trike Gorillas have been spotted on a prototype high percussion trike of triangles and gongs.

Another eagerly awaited event is the **Great Tyre Puncture Repair Ract** at Red Cedar Flat. It is hoped that last years winner will be available to defend his 1983 title and perhaps improve on his record time. Last weeks announcement that a professional section will be open this year has resulted in a frenzy of activity in bicycle shops throughout Sydney and the Leisure Coast as mechanics practice with water, glue and pins.

ENTRY

Riders Package

When you have completed the entry form and mailed it along with your cheque or money order you will be sent a rider's information package. This will contain the Information brochure, Map and your ride card. On the morning of the ride you will need to present your card at the **Freewheeling** stand in Belmore Park to pick up your patch. All packages will be sent out after the entry closing date.

The Route

The distance from Belmore Park to Wollongong is 85 km and our last train leaves Wollongong at 5.25 p.m. giving riders almost 9½ hours to complete the route. The event is a bicycle tour and is not a race, so participants will be encouraged to enjoy themselves and the wonderful countryside they will be travelling through. Not counting stops, the average speed needed to complete the course is 9km/hr so even kids will be able to participate and enjoy the ride.

The Ride Needs You

To keep the ride safe we need your help. Effective marshalling is essential and we will need on the day responsible people both riding and static. Why not ask a friend/relative to help?

Please volunteer to be a marshal, by filling in the section on the entry form and help ensure a safe ride. All marshalls will be asked to meet for briefing during November. Briefings will be held in Sydney and Wollongong.

We ask all riders to co-operate with the organizers and marshalls to ensure a safe ride for all. It's also good tactics to be polite to all road users — please remember we are trying to attract people to cycling not put them off.

Safety and Breakdowns

The prime concern of the ride organizers is to ensure that all participants safely complete the event. Read and sign the safety declaration on the entry form.

Arrangements are made to ensure that the ride has competent first aid staff travelling with support vehicles.

Travelling repair service vehicles and riders will be available, and will deal with riders' mechanical problems. The main purpose of this service will be to keep bicycles on the road and moving.

The repair service is provided primarily as an emergency measure. Vehicles and mechanics are generously provided by a number of community spirited bicycle shops.

Freewheeling

Sydney to the 'Gong Bicycle Ride, 1984

ENTRY FORM: Entries close last post on Friday, November 4

Read this first.

One entry form per person. Phone 264 8544 if you need more entry forms or use photocopy. Be sure you print carefully and legibly. All entrants under 16 must provide a signature from either parent or guardian. An emergency contact name and phone number must be provided. Please send cheque, money order, or fill in the Bankcard authorisation.

Please Print

Entrant's last name (Surname) Entrant's first name Initial

Entrant's street and number

Entrant's locality state postcode

home phone no. work phone no.

Age Please tick appropriate boxes

Male ☐ 1982 Ride participant ☐

Female ☐ 1983 Ride participant ☐

I want to be a volunteer Ride Guide ☐

(You will be contacted regarding briefing date and place and will be supplied with a free Guide tee shirt) Your tee shirt size ☐

COSTS

Please fill in the total even if you do not buy tee shirts or rail ticket.

RIDE FEE \$6.95

Rail Travel

Fill this section in only if you are travelling by rail to Sydney from the 'Gong before the ride or after the ride.

☐ Wollongong rider (AM train)

☐ Sydney rider (PM trains)

Rail fare: Full \$4.45 Concession \$2.75

Concession number: _____

Fares includes bike

FARE PAID: \$

Official ride tee shirts will be available for delivery before the ride this year. Order shirts for delivery with tour package (if order is received before October 21) or for collection on the morning of the ride.

Shirt 1. size:.....Shirt 2. size:.....Shirt 3. size:.....

Shirt sizes 10, 12, 14, 16, 18, 20, 22

Cost per shirt \$9.00

TOTAL SHIRTS \$

TOTAL ENCLOSED \$

☐ Cheque ☐ M/O ☐ Bankcard

Make cheques etc payable to **OZBIKE TOURS**

Declaration: (1) I, the undersigned, in consideration of and as a condition of acceptance of my entry in the event the **Freewheeling Sydney to the 'Gong Bike Tour 1983** for myself my heirs executors and administrators hereby waive all and any claim right or cause of action which might otherwise have for or arising out of loss of my life or injury damage or loss of any description whatsoever which I may suffer or sustain in the course of or consequent upon my entry or participation in the said event.

(2) This waiver release and discharge shall be and operate separately in favour of all persons corporations and bodies involved or otherwise engaged in promoting or staging the event and the servants agents representatives and officers of any of them and includes but is not limited to Ozbike Tours, Freewheeling Australia Publications, Ride Sponsors National Parks and Wildlife Service, medical and para-medical practitioners and personnel, police officers and shall so operate whether or not the loss injury or damage is attributable to the act or neglect of any one or more of them.

(3) I realize that not only is the integrity of the sport of cycling at stake when I ride the said tour, but also the lives and personal safety of myself and other riders. I will heed traffic regulations, listen to the advice of four organizers and field marshalls, and help make the **Freewheeling Sydney to the 'Gong Bike Tour** a great event for all.

Signed (entrant) _____

EMERGENCY DETAILS

Emergency contacts name _____

home phone # work phone #

If you are under 16 you must be accompanied by an adult. This section must be signed by your parent/guardian and you must include the name and phone numbers of the accompanying adult.

I certify that I am the Parent/Guardian of _____

who is _____ years of age and that he/she has my permission to participate in the said ride.

Signature _____ Parent/Guardian

accompanying adults name phone #

The 1984 Freewheeling Sydney to the 'Gong Bicycle Ride is organized by **Ozbike Tours**.

Send entries to:

Freewheeling

Sydney to the 'Gong

Bicycle Ride

PO Box K26

Haymarket NSW 2000



Onya bike for the third annual Freewheeling Sydney to the 'Gong Bicycle Ride

Sunday November 25

85 km 2000 riders

**Enjoy the fabulous
scenery**

**A great social
occasion for young
and old**

**Good organization
and support**

**Entries close
November 9**

Victoria to host a 'great' bicycle event

Date: December 1st to December 9th 1984.

Start: Wodonga.

Finish: Melbourne.

Route: Wodonga, Beechworth, Benalla, Shepparton, Bendigo, Maryborough, Ballarat, Sunbury, Melbourne.

Number: A total of 6,000 people are expected to take part either crossing the state or cycling the last portion.

Camping: The 'cyclists will be accommodated at camp and caravan sites. Their equipment including 800 tents and 30 tonnes of equipment will be moved daily by a fleet of vehicles.

Cost: Over quarter of a million dollars. One hundred thousand dollars coming from sponsors and "seeding" grants from the 150th Committee and the Ministry of Youth Sport and Recreation.

Distance: 590 km that is an average of 65 km per day or four hours easy 'cycling.

Announcing The Great Victorian Bike Ride, a highlight of the 150th Anniversary activities in Victoria.

The Great Victorian Bike Ride will be one of the largest bicycle events to take place in Australia in this modern era of bicycling.

It will take thousands of people from all walks of life from one side of this great State to the other in a way the early settlers would have found most fitting . . . by leg power. It will be the biggest bike ride staged in this country by far and one of the largest of its type in the world. In fact the total distance covered by the 'cyclists will be over a million kilometres, further than the distance to the moon and back.

The ride is different to any other staged in that it offers a high level of support which makes it possible for any reasonably fit person to participate.

For the low cost of \$75.00 (\$50.00 for under 15's) riders will receive, apart from a comprehensive riders kit,

a level of support not seen on any ride held in Victoria since the first white settlers landed 150 years ago. Firstly there's a special free train to get you and your bike from Melbourne to the starting point at Wadonga (riders coming from Sydney can also travel on a special train to Albury).

Then there's the on-ride support which consists of vehicles to carry your camping equipment, catering facilities in every town (breakfasts are also free), full bicycle repair service, free camping sites and halls including showers in most towns, entertainment along the way and a complete emergency back-up service.

The riders kit will consist of a special GVBR Souvenir Guide Booklet, Tee shirt, commemorative cloth patch and ride ID.

Special arrangements are being made for organized school groups to participate and group costs can be fully negotiated with the organizers.

Nowdays every second household has at least one bike, making a grand total in Victoria of over half a million. There is no doubt that the bicycle is once again as important to the people of Victoria as it was in our formative years, but this time as a result of our search for health and fun more than a cheap means of transport. Community bike rides have proliferated all over the State in the past few years and involve tens of thousands of people in total. The **Great Victorian Bike Ride** has been organised to answer a need by these people for something more than just a Sunday afternoons entertainment. It is a week-long "Fun and Fitness Camp" on wheels.

Now 'cyclists from school age to retirement age from Victoria, other States and overseas have a chance to explore Victoria, and enjoy each others company.

The **Great Victorian Bike Ride** marks two milestones. They are the sesquicentennial of the first white settlement in Victoria and the centenary of the epic adventures of Burston and Stokes who also 'cycled across the State, but on Penny Farthings. The logo of the **Great Victorian Bike Ride**, a gentleman on a Penny Farthing, reminds us of those times when a 'cyclist worried more about the deep sand than the dense traffic. Even the Penny Farthing today is under-going a revival and one of its best known exponents, Ian Armstrong is the rides official mascot.

The **Great Victorian Bike Ride** will be an event for all Victorians but "Host" towns and cities en route will have a special part to play. The ride has been enthusiastically received at these locations. The locals providing support and getting a chance to show their attractions while the 'cyclists provide business and publicity for the area.

THE GREAT VICTORIAN BIKE RIDE

Official Entry Form

Ride starts Albury/Wadonga Saturday December 1st.

Ride finishes in Melbourne on December 9th 1984.

A special one day option will be available between Sunbury and Melbourne on the last day. Entry forms for this section will be available in the next issue of *Freewheeling*.

Please use block letters

Name _____

Address _____

Postcode _____

Telephone — Home: _____ Telephone — Work: _____

Tick appropriate box where applicable

Male ☐ Female ☐ Tee shirt size Small ☐ Medium ☐ Large ☐

Preferred accommodation

Own tent ☐ Communal accommodation (halls) ☐

Transport to Albury/Wadonga

Do you want to use the free train ex Melbourne ☐ Own Transport ☐

Novelty Entrants ☐

We are looking for stories to use in the media. Are you a news worthy entrant?

Age

Over 55 ☐ 40 to 54 ☐ 25 to 39 ☐ 15 to 24 ☐ Under 15 ☐

If you are under 15 years of age you must be accompanied by an adult who will be responsible for you. Please state name and address of adult:

I understand that participation in **The Great Victorian Bike Ride** involves riding on public roads used by other traffic and I am aware of the hazards involved in that and in riding bicycles generally. In my judgement I have/my child has sufficient competence and experience to participate safely in the ride. I hereby release exempt and indemnify the organizers, sponsors and all other persons involved in the organization of **The Great Victorian Bike Ride** from all actions, proceedings, demands, costs, expenses and claims whatsoever made or taken by any person arising out of my/my child's participation in **The Great Victorian Bike Ride**.

Signature of participant or parent/guardian

if the entrant is under 18 years _____

- ☐ Ride fee ex Melbourne \$75.00 (15 years and over)
- ☐ Ride fee ex Melbourne \$50.00 (under 15 years)
- ☐ Ride fee ex Sydney \$90.00 (15 years and over)
- ☐ Ride fee ex Sydney \$65.00 (under 15 years)

I enclose my cheque/money order for the above fee or please debit my Bankcard account as follows:

Cardholders name _____ Amount \$ _____

Card number _____ Expiry date / /

Signature _____



VICTORIA 150
GROWING TOGETHER SINCE 1841

The Great Victorian Bike Ride address is:
10 Davies Street, East Malvern, VIC 3145



THE GREAT VICTORIAN BIKE RIDE



● CHRIS Hunt helps Mr Cain into action.

Premier sets the pace!

PREMIER John Cain got a few tips from an expert before saddling up for The Sun Great Victorian Bike Ride.

Sun Tour rider Chris Hunt took the Premier through his paces in the Treasury Gardens yesterday.

The Great Victorian Bike Ride — sponsored by The Sun, 3MP and Ultra Tune — will start in Albury on December 1 and finish in Melbourne on December 9.

Mr Cain will join the 6000 cyclists in the final 22 km of the 591 km ride.

He said the ride would be a major feature of Victoria's 150th celebrations.

Organiser Graham Rebbeck said it was one of the world's biggest bike rides.

"There'll be 2000 riders in the Albury stage and another 4000 in the final stage into Melbourne," he said.

Riders will need a sturdy bike, tent and sleeping bag, and there will be some accommodation.

A train service will run to Wodonga for riders and their bikes.

Riders will also be supplied with an official T-shirt, badge, guide book, breakfast and transport between stages for tents and other gear.

Entry forms will be available soon from the sponsors and the Bicycle Institute of Victoria.

The Four Rivers Ride

On the October long weekend (September 29 — October 1), Australian Cycle Trails will present its second major ride: a three day tour in the Hunter Valley of NSW.

To be known as the Four Rivers Ride after the major waterways of the area: the Hunter, Williams, Allyn and Paterson rivers have been the dominant influence in shaping the gentle topography of the area. They were a major factor in the social development of the area as well both for the aboriginal tribes and the latterday anglo settlement of the area.

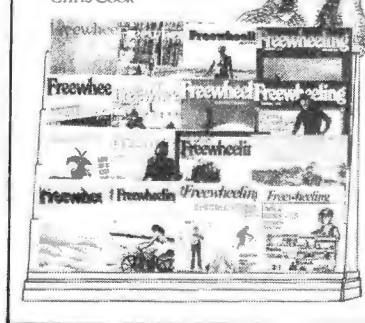
The ride starts and ends at the town of Maitland. Situated on the Hunter River, Maitland has always been a significant town right from the early days of sailing ships plying their way up the Hunter.

From Maitland, on Saturday, the route follows the Hunter to the township of Singleton, a distance of sixty kilometres. Halls have been ar-

Freewheeling

Index
Issues 1-15

Compiled by
Chris Cook



The Freewheeling Index

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ranged for overnight accommodation.

On Sunday, it is another gentle day of only sixty kilometres as the ride leaves Singleton for a gentle climb over the Moonibung Ranges, then crossing the Paterson and Allyn Rivers and another gentle climb over the Wallaroba Ranges to our nights stop of Dungog, which is on the Williams River. Dungog also brings with it the possibility of a bush dance.

Monday is the last day and is another easy day with only fifty-seven kilometres which allows plenty of time for the return ride to Maitland. Part of the reason for this is to allow you time to indulge in one of the famous Paterson milkshakes which have been for many years the saviour of visiting bicyclists. As well, there will be plenty of opportunity to have a long cool swim in the Patterson River nearby.

The Four Rivers Ride is easier than ACT's well known TOSH ride but it still offers the same excellent support that TOSH riders experienced. Cost is \$69 for ACT members or \$79 for non-members. This fee covers accommodation, all morning and evening meals, cloth patch and support vehicle to carry all luggage. For non-members, the extra \$10 is ACT membership for one year.

Transport to and from Maitland for the ride is relatively easy as you have a choice of train, bus, plane or your own motor vehicle.

Entry will be strictly on a first in basis in order of receipt of fees. Send entry forms and payment to Australian Cycle Trails P.O. Box 57 Broadway 2007. Telephone enquiries for brochure and additional entry forms — (02) 660 7342.

FOUR RIVERS 1984 REGISTRATION FORM

Please print clearly

Family Name: _____ First/Called Name: _____

Address: _____ State: _____ P/Code: _____

Age: _____ Phone No: _____

Emergency Contact Name _____ Phone No: _____

RIDERS AGREEMENT: Australian Cycle Trails (ACT) assumes that all riders are of sound mind and body, and capable of and willing to make rational and mature decisions concerning their actions. ACT assumes no responsibility for the welfare or safety of participants in this ride, particularly when they leave the general area of the group, or asst contrary to instructions.

In consideration for being allowed to participate in this tour, I agree to release Australian Cycle Trails, any individual, any sponsors, or associated entities, from any claim or liability what so ever. I understand that whilst due care is taken, factors beyond the control of the organisers may cause accident, inconvenience or misadventure, for which I will hold no liability. I agree to accept full responsibility for my actions and the consequences. I agree to be considerant of my fellow riders, and to co-operate and assist upon this ride.

ACT reserves the right to refuse permission to participate in the ride, and to ask any rider to leave the ride, if their behaviour is contrary to the above.

ENTRY: Requests for registration forms will result in spaces being reserved for as long as possible. Entry will be on the basis of first received/as received. The ride is limited to 60 riders over 12 years of age. Tour information will be posted out after September 14.

REFUNDS: Refund will only be made after the deduction of administrative expenses, and any expenses already incurred on behalf of the applicant. ACT membership is not refundable. After September 14 no refunds will be made.

If applicant is under 18 years of age, the following must be signed by a parent or guardian.

I certify that I am the parent/guardian of the above, who is _____ years of age, that they have my full permission to participate in this tour, and I accept full responsibility.

Signed: _____ Date: _____

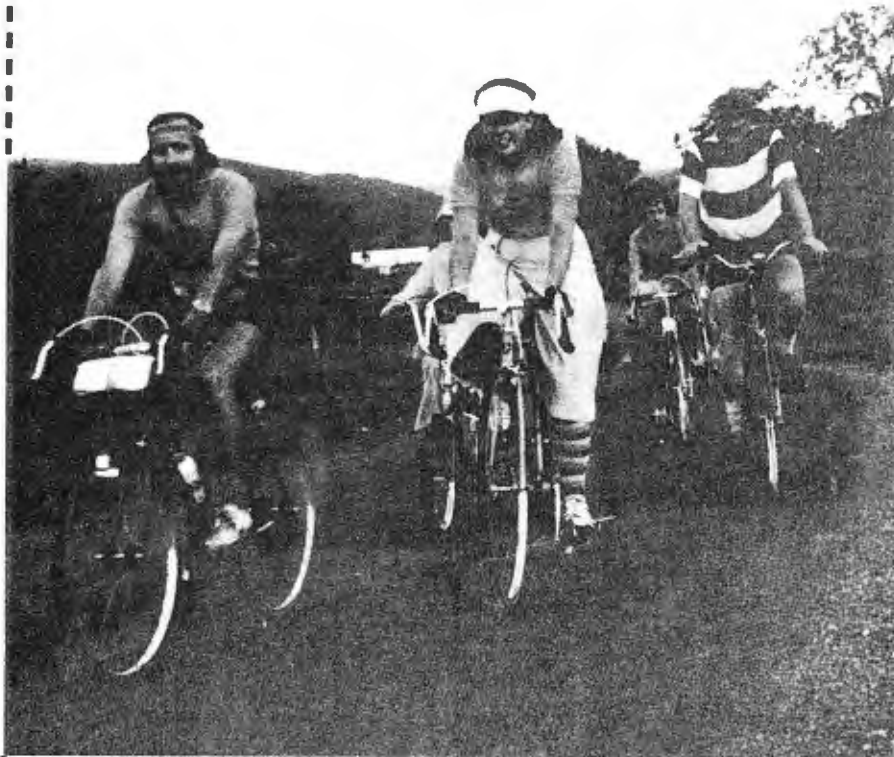
Signed: _____ (Applicant)

Date: _____

RISE FEE: \$69 for ACT members, \$79 for non-members, includes membership.

Please make cheques/money orders payable to Australian Cycle Trails.

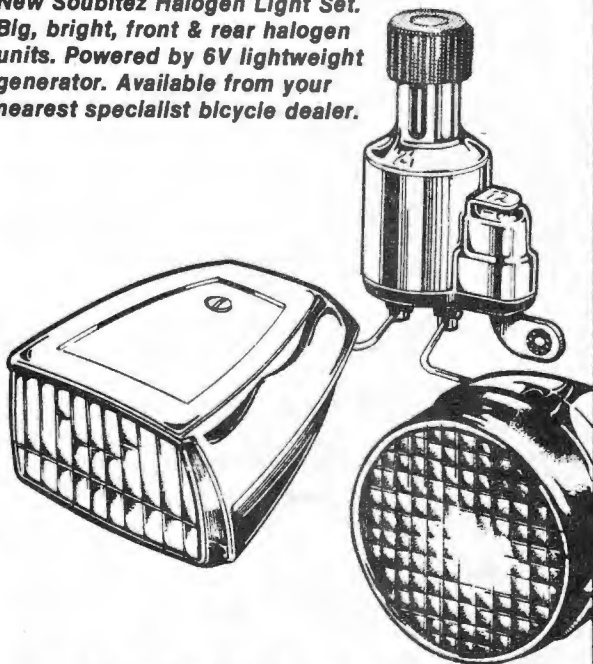
Send to: Australian Cycle Trails, P.O. Box 57, Broadway, NSW, 2007. Entries close April 2.



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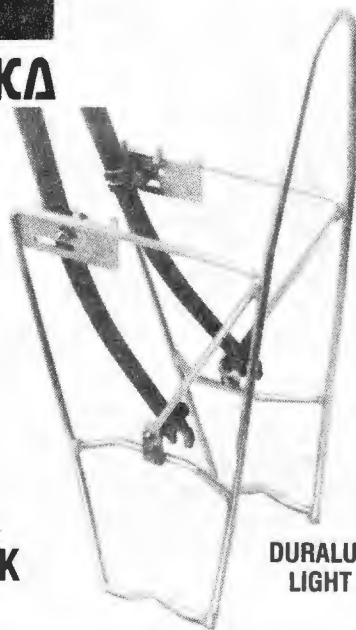


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The Snowy Mountains Summer Tour

Experience the beauty of the Australian Alps from the saddle of a bicycle in the best of company. Come away to where the air is cleaner and the mountain streams run crystal clear. You'll be well looked after by experienced tour operators.

The Tour

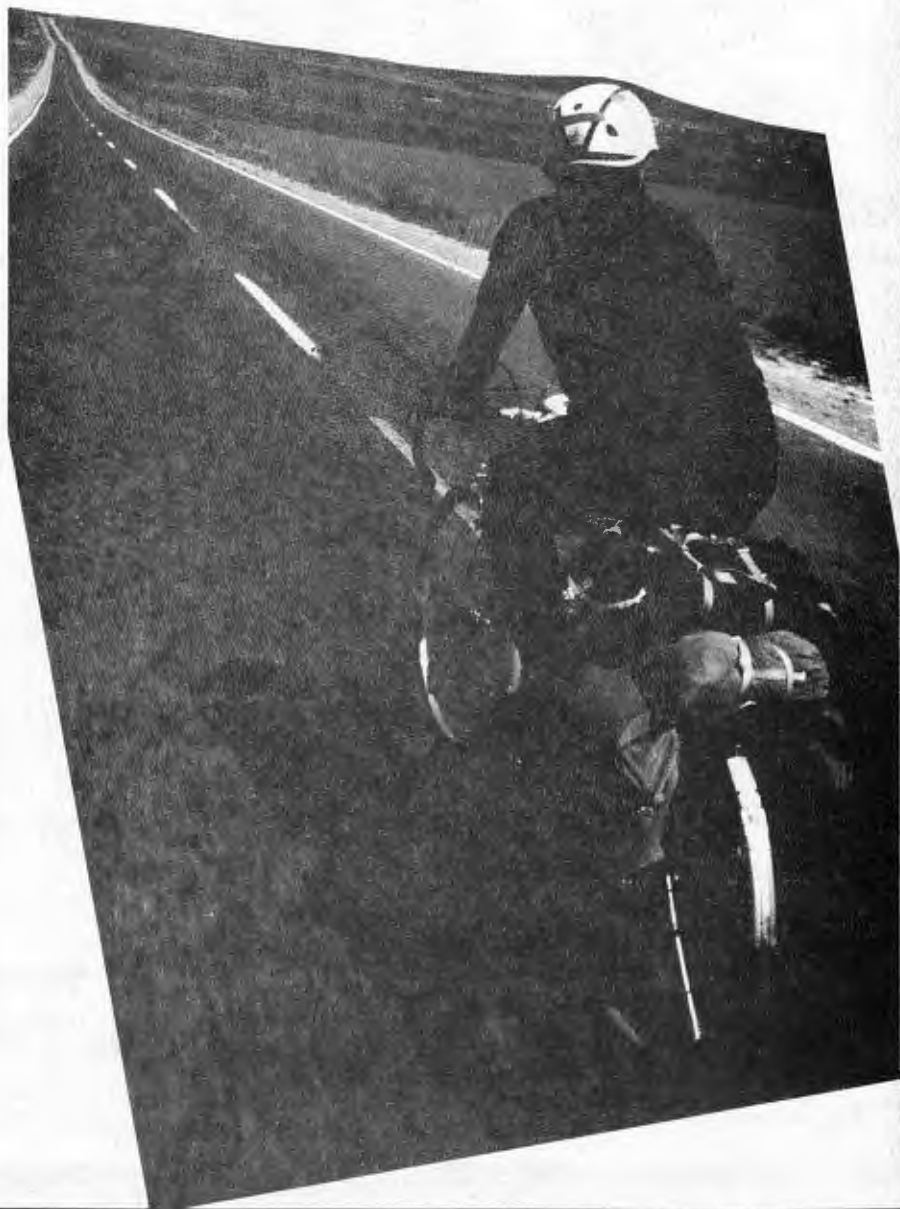
Both tours will be led by Freewheeling Publisher Warren Salomon and Robert Fletcher of Tailwinds Bicycle Touring who both have extensive knowledge of the region and of bicycle touring generally.

An orientation day ride to explore the countryside surrounding Canberra will start the tour. From the Nations's Capital the tour transfers to Cooma for the start of the alpine section. The route then follows the Snowy Mountains loop as featured in the March Bicycling (USA) magazine and explores the unique features of the region. On the way you will stay in comfortable lodges and hotels and in the wilderness areas sleep in spacious dome tents. Certainly there are hills in an alpine region but all days are graded to allow sufficient physical challenge as well as the opportunity for quiet relaxation. On each days ride there are cyclist size meals and a picnic lunches along the road.

The Itinerary

Fourteen days ex Canberra. Three nights camping in National Park wilderness. Two departure dates in Summer '85: Saturday January 12 - 26 and February 9 - 23. Cost: \$A795.00 ex Canberra which includes all accommodation, most meals, ride support (tour guides and mechanic) and transportation transfers.

Tour prices from the West Coast USA (Los Angeles or San Francisco) are \$US 2450.00, which includes return air fares (maximum of 4 stopovers across the Pacific) unlimited air travel in Australia after the Tour, day excursion in Sydney prior to the Tour and all transfers from Sydney to the start of the Tour.



One for the Road

- When you get into your car, you automatically buckle your seat belt. When you are about to get out of your car, make a habit of checking behind you and look out for cyclists every time before you open your car door.



- Bike riders are very hard to see and hear. Always be aware of the potential danger of not seeing a cyclist in traffic.



- Sometimes a bike can travel as fast, or even faster, than a car, particularly in traffic. Never underestimate the speed of a cyclist.



Illustrations from a new booklet for motorists published by the Traffic Authority of NSW and called the Be Aware of Bikes Book. The book does reinforce some common myths such as the one above - Bike riders are hard to see and hear - (note that the motorists eyes are wandering in the opposite direction to the cyclist). The excellent cartoons are by Sydney newspaper cartoonist Paul Zanetti.

apollo DALYTE TAKES ALL THE KNOCKS YOUR HEAD CAN'T



The Apollo Dalyte cycling helmet is outstanding in its field. Superbly light and comfortable, this helmet offers one of the highest degrees of safety available.

- Weighing only 490 grams, the helmet can be worn all day in complete comfort.
- The Apollo Dalyte was recently subjected to strenuous testing by the prestigious American Snell Foundation and was recognised as one of the best examples of protective headgear available on today's market.
- The Apollo Dalyte is head and shoulders above the rest in protection, visibility and lightweight comfort.
- The strap up harness has a quick release catch and removable chin cup; the fully

adjustable headband ensures a comfortable fit for all sizes.

- Meets NZS8601 and AS2063.
- A distinctive air flow ventilation system - no need for holes in the shell. The helmet is suspended away from the head - a design engineered to allow the flow of cool air to circulate between the top of the head and the helmet. Testing also proved that a full shell design without holes provides optimum structural strength while preventing branches, gravel and pointed objects from entering the helmet, (not to mention rain or bees). The Apollo Dalyte also incorporates safety reflector strip.

Manufactured by Taranaki Equipment Distributors Ltd., New Zealand. Marketed in the USA under the Bailen label. Distributed in Australia by the World of Wheels group of specialist bicycle retailers. Check the Yellow Pages for your local WOW dealer or contact: Apollo Bicycle Co. Pty. Ltd., P.O. Box 167, Wahroonga NSW 2076, Telephone (02) 487 1900.



Knox and Bairnsdale win bicycle awards

The City of Knox (suburban Melbourne) and the Town of Bairnsdale (in Gippsland) have won the Victorian State Bicycle Committee's Municipal Bicycle Award for 1982-83.

The Victorian Minister of Transport, Mr Steve Crabb, announced the awards recently.

He said he was particularly pleased to be able to give the award to Knox, his local municipality.

The citation to Knox said the city had an excellent record in the provision of cycling facilities since it first adopted a cycle network plan in 1977.

Not only had the municipality showed continuing action in the provision of engineering works, it had also been involved in the other three E's of cycling - education, encouragement and enforcement.

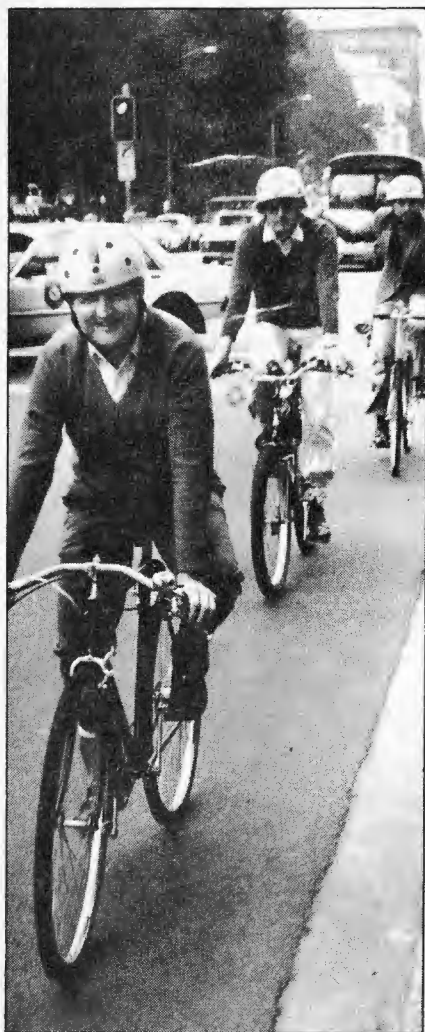
The Bairnsdale citation said the Council and the entire community was involved in the promotion of cycling and the improvement of cyclist's facilities.

Mr Crabb said Knox planned to further boost its services to cyclists through a \$380,000 loan from the State Development Fund.

In a joint announcement with the Mayor of Knox, Cr Frank Johnson, he said the funds would provide a major extension to the city's bicycle path.

The funding will add about 10 km to the 15 km path and construction is expected to begin in September and take about nine months.

One for the Road



Barry Unsworth the new NSW Transport Minister or Minister for Cycling as he has been dubbed takes a spin on his newly reconditioned bike. Following the minister is Clive Lackey the Bicycle Institute of NSW president. The BINSW had the minister's old bike completely overhauled as a goodwill gesture.

Mercedes Benz and Puch

The Board of Directors of Mercedes Benz Stuttgart, Germany have approved the use of the Daimler name and logo to Puch Bicycles marketed in Australia which will be known as 'Austro Daimler'.

Until now, Mercedes Benz has confined the Daimler name and logo to Puch for the USA and UK markets only (Puch's largest markets) and their latest approval is seen as a positive approach to the Australian market.



Oppy turns eighty. Australia's greatest cycling hero Sir Hubert Opperman recently celebrated his eightieth birthday at a small party given by friends and well wishers in Melbourne. As a special tribute to the life of this great sportsman Freewheeling will present a special feature article on the life of Oppy in our next edition out mid September. Above: Oppy receives a brand new Malvern Star bicycle from that company's manager Phillip Watts. On the far right is RCTA Secretary and author of our forthcoming Oppy feature Bill Long. Below: Lady Opperman joins Sir Hubert in the cake cutting ceremony. The cake was baked in the shape of a huge star. Happy birthday Oppy from the Freewheeling staff and all of our many readers.

One for the Road



The new Australian Cycle Trails Pacific Cycle Trail Development Team (L to R) Virginia Elliott, Michael Burlace, Philip Frankland and Helen Smith.

The co-operation between Mercedes Benz and Puch is a long standing partnership as the Puch factory in Austria manufactures the 4 wheel drive vehicle both for Mercedes and Puch.

National Road Safety Symposium

The Australian Transport Advisory Council is sponsoring a National Road Safety Symposium in Canberra

on 30-31 October 1984. The Symposium will be hosted by the Federal Government and has as its theme "Road Safety and People".

The Symposium aims to bring together people not only from government, law, medicine and industry, but also from community groups with an interest in road safety issues.

The registration fee has yet to be determined, but will be between \$100-150, covering attendance at the Symposium, copies of papers, meals and ground transport in Canberra. Delegates will meet their own travel and accommodation expenses.

It is timely that representatives of those sectors of the community involved in road safety should come together to assess current developments and future strategies for tackling this significant national problem. Places will be limited, however, so if you are interested in attending, you should record your interest by late July 1984.

The office of Road Safety, Department of Transport, Canberra, is organising the Symposium. The con-

TOURLITE HELMET **BELL**

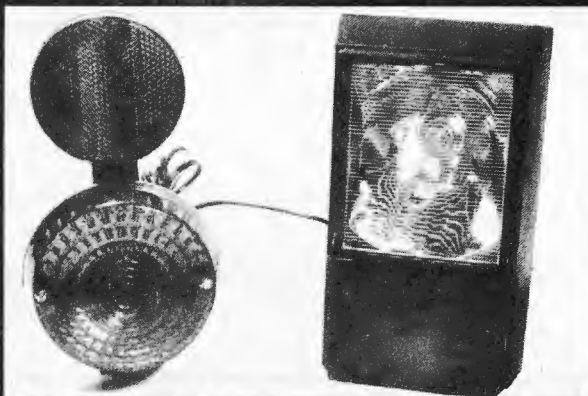
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BIKER HELMET

One for the Road

tact officer is Ms Ann Heaney, (062) 68 7412. Ann will be happy to answer any questions you may have about the Symposium.

Victorian Government gives go-ahead of improving the Great Ocean Road

The Victorian Government has given the go-ahead for the upgrading of the

final unsealed section of the Great Ocean Road in the Otway National Park.

The eight kilometre section of road, between Stones Corner and the Otway Lighthouse Road, west of Apollo Bay, is to be built along a re-aligned route, though not far removed from the existing road.

The Great Ocean Road is an important touring route and offers cyclists

some of the best coastal scenery in Australia.



Bicycle Federation of Australia meets in Sydney

Representatives from the major Australian bicycling organisations met in Sydney over the June long weekend for the election of office-bearers of the Bicycle Federation of Australia and to discuss the objectives of the organisation.

Dr. John Mathieson, a vice-president of the Newcastle Cycleways Movement (NCM) was elected to the position of President of the BFA. Mr. Steve Weatherstone, also a vice-president of the NCM was elected to the Engineering sub-committee. These appointments reflect the high standing the NCM has in the bicycling fraternity and enhances its reputation as one of the foremost cycling bodies in Australia.

Arising from the conference, the major objectives of the BFA are:

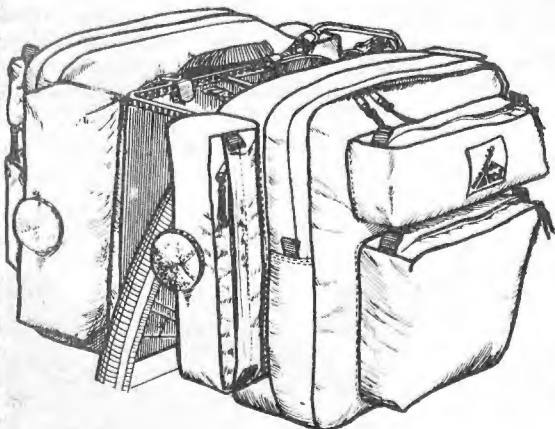
1. to represent nationally and internationally the interests of the members of the bicycling organisations;
2. to create safer conditions for safer cycling in Australia;
3. to provide a consultancy service to business and to federal and state governments and their agencies.

Dr. Mathieson's most immediate objectives as president of the BFA for the coming year are for government to accept that main roads need to be made safer for cycling and for the BFA to be incorporated as a non-profit making body. The latter aim will be important in establishing the professional basis so vital in winning community and government support for the BFA's objectives.

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Rambling



Michael Burlace

Many bicycle accidents involve an overtaking motor vehicle ramming a cycle in the rear. To make such accidents less likely, try a mirror. With a mirror you can see what's coming and what it's doing. A mirror also makes overtaking parked cars, dodging potholes and avoiding grates easier and safer. Like people, mirrors have blind spots, but once you get used to this and allow for it, it's not such a problem.

They come in four particularly useful forms (mirrors that is) - helmet, bar-end, brake-lever and wrist. The older form, the solid metal rod sticking up from the bars is a bit of a risk in an accident, heavy and often not as usable a shape. The helmet mirror combined with any of the other sorts can allegedly be set up so there is no blind spot but you need a helmet or pair of glasses to attach it to unless you have bolts on your head like Dr Frankenstein's monster. The bar-end mirror is best for flat bars and the wrist mirror fits on the wrist or back of the hand regardless of your handlebar type but is very prone to vibration because of the elasticity of the strap. The brake-lever mounting one is typified by the Mirrycle which attracts a lot of praise from its users.

Mirrors are invaluable in the city and surprisingly useful in the country. I am able to judge the speed and often the behaviour of many drivers by checking them occasionally in the distance and I usually know they are coming long before I would without a mirror. The only problem with many mirrors is that they are tinted, which is fine in daylight but at dusk and night

or in rain the visibility is reduced too much.

In the last issue I mentioned using a torch which is small enough to be held in the mouth, allowing hands to do other things such as cook, repair bicycles and so on. Nigel Jenkins, a *Freewheeling* contributor, says he saw someone carrying that to extremes. The cyclist had a Berek headlight clamped firmly in his teeth while riding in hectic city traffic. I have often thought that if Berek improved the headlight mounting bracket I would use their headlight as well as their excellent taillight, but I didn't envisage using my teeth.

Many trips extend the day's riding into dusk and in the warmer months this can be a delightful time to ride, frogs, water birds and insects are active and vocal and the light is quite something, particularly in the flatter parts of Australia. Plus it is cooler. Unfortunately, the small insects are also very active, often hanging across the road in clouds ready to fill cyclists' eyes with discomfort. A partial solution to the problem is a pair of clear goggles. In most parts, the insects can be numerous enough to get through just about any ventilated goggles, but a few bugs are better than an eyeful.

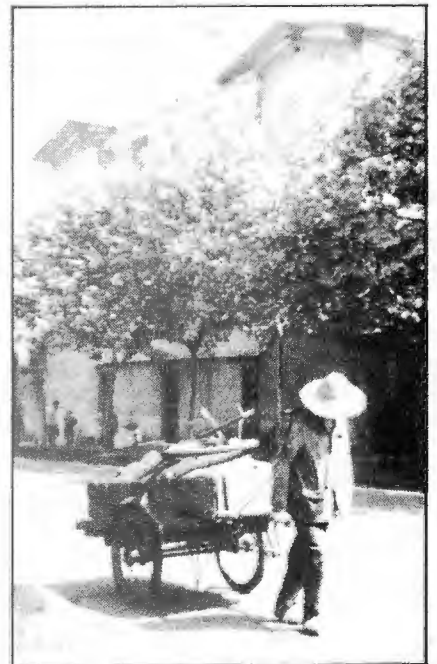
It is interesting to note the number of people switching over from dropped to flat handlebars in the past couple of years. Mountain bikes have accelerated the trend, but most of them have bars with no return, that is they don't bend back towards the rider where the handgrips are. Bars which are basically straight across the bike give many people discomfort up the outside of the forearm and should be replaced with a design like the north road ones which swing back at about 90 degrees.

An easy way to decide what angle you want is to stand with your arms hanging at your side and swing them, (without rotating the hands from their natural position) up to where they would be if you were riding a bike. Most people's hands hang with the palms facing the thighs and remain so when swung forward. This suits the north road bars almost perfectly. The single position offered by the handgrips seems to be enough for most riders. There is also the transverse part of the bar if another position is re-

quired, but the greater comfort of the bars reduces hand discomfort and often makes this unnecessary.

A metropolitan newspaper carried a story a while back about Alec Fallows. According to the paper, Alec didn't use the local barber. Instead he rode his bicycle from his native St George to Moree for a trim. St George is in Queensland and Moree is in NSW, making the trip 488km. Add to that Alec's age of 80 and you have quite a figure.

On a recent trip we stayed in a caravan park occupied mainly by families of the workers on a freeway extension. Our tents were dwarfed by the air-conditioned caravans and trailer homes. One of my companions was chatting with an eight-year-old who was interested to hear that we rode our bicycles around the countryside staying in a different place each night while she stayed in a series of caravan parks and construction sites for long periods. But she was most impressed by the fact that we took our 'cubbies' with us.



This trailer being pulled by a Chinese roadworker is full of gravel. There is a wheel, set of pedals and handlebars sitting on top of the gravel. When the trailer is unloaded at its destination the worker puts the rest of the trike on the front and rides it back to load up again. Picture by Margaret Raphael.

Freewheeling Bicycle Travel

So you want to go bicycle touring and rediscover the great Australian outdoors. But where do you go? Where can you stay and how can you best find out what delights are waiting to be found?

Freewheeling Bicycle Travel aims to answer these questions by providing you with touring information packages on the prime touring areas of Australia. Each package consists of cyclist information (guides, magazine articles, books etc.) tourist information (accommodation details, points of interest) and where possible detailed maps in a usable scale. Packages are continually being improved so be sure you order from a current price list or send today for an up to date catalogue and order form.

Please note that where a tour package contains Government tourist information obtained free, these publications are included free also. When ordering, check the list of package contents carefully as some contain books and magazines listed elsewhere in the catalogue.

New packages for Autumn 1984 (For prices refer to back of order form).

T3002 The Strzelecki Ranges

Superb touring in the mountain ranges of eastern Gippsland. The package describes two comprehensive routes in the area written by the experienced tourer Peter Signorini.

- Major article with route map illustrations and tour information describing a long tour covering the best touring roads in the area.
- 1 copy of *Freewheeling* issue 5 containing a short tour through the area.
- 1 copy of the Warragul 1:250 000 topographic map of the area. This map is easy to read, has contour markings and is of an ideal scale for touring.
- Government touring information on the area including accommodation and points of interest.

T2004 Snowy Mountains NSW

A completely revised and upgraded package of this popular summer touring area with a special guide on the great "Loop Route" by Warren Salomon which includes elevation charts of the journey. The package also includes a report of a journey from Bega on the coast to Albury via the Snowys. Package contents:

- 1 copy *Freewheeling* 12 containing two articles on touring in the region.

- Tour Guide to the Snowy Mountains Loop
- Tour Guide Bega to Albury Via Thredbo
- 1 copy of the excellent Kosciusko National Park map by the NSW Central Mapping Authority
- NSW Government tourist information on the area describing accommodations and points of interest.

Existing packages updated for 1984

T1001 Pacific Coast Cycle Trail

A guide to this popular bicycling route along the populated coastal plain between the large cities of Brisbane and Sydney.

Package contents:

- Copies of *Freewheeling* 4 and 6 plus a reprint from *Freewheeling* 10 (now out of print) containing route information for the three sections of the trail.
- NSW Government tourist information containing details of accommodations and points of interest along the way.

T1002 Southern Cross Cycle Trail

This package describes the major trail linking Australia's two largest cities: Melbourne and Sydney.

Package contents:

- Copies of *Freewheeling* issues 4, 12 and 14 containing route guides to the three sections of the route.
- NSW and Victorian Government touring information describing accommodations and points of interest along the route.

T7001 Tasmania

This specialist package contains general tour information as well as a detailed guide to the popular East Coast Road by Warren Salomon.

Package contents:

- Copies of *Freewheeling* issues 8 and 13 containing a general introduction to touring the island plus a twelve page guide describing the East Coast Road between Hobart and Launceston.
- 1 copy of the Tasmanian Visitors Guide describing all accommodations and points of interest for the entire state.
- Official Government Tourist Map in a reasonable scale for cycling.

T1003 Pacific Coast and Southern Cross Cycle Trail

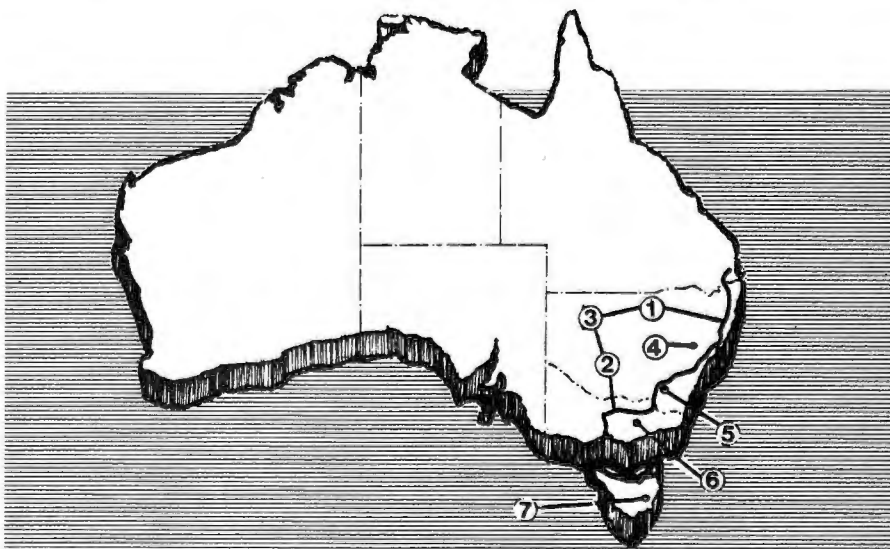
This package is a compilation of the individual cycle trail packages FBT1001 and FBT1002 with the duplicated material removed.

T2001 Blue Mountains

This area is for those seeking real adventure and breathtaking scenery along roads of every type. The very good touring guide book *The Blue Mountains — A guide for Bicyclists* forms the basis for this package which was written to be read with the map included in the package. Many of the roads described by Jim Smith in his book would be ideal for the newer type of all-terrain bicycle.

Package contents:

- 1 copy of *The Blue Mountains — a Guide for Bicyclists* by Jim Smith
- Blue Mountains and Burrigorang NSW Central Mapping Authority tourist map
- NSW Government tourist information describing accommodations and points of interest in the area.



Location of Freewheeling Bicycle Travel Packages: 1. Pacific Coast Cycle Trail. 2. Southern Cross Cycle Trail. 3. Pacific Coast and Southern Cross Cycle Trail. 4. Blue Mountains. 5. Snowy Mountains, N.S.W. 6. The Strzelecki Ranges. 7. Tasmania.

Ordering Info

Selection: Freewheeling Mail Order offers to Australians the largest specialist catalogue of bicycle information products and accessories in the country. Choose from the illustrated catalogue or from the new additions advertised in each issue of Freewheeling magazine. All current prices are shown on the reverse side of this order form. If you do not have a fully illustrated catalogue simply indicate on the order form that you require one and it will be included free of charge with your order.

Payment: We accept payment in the form of postal money order, cheque, Bankcard and Mastercard. We do not advise sending cash through the mail. Please tick the appropriate box to indicate your method of payment. When ordering by charge card please indicate all digits of your account number, list the card expiry date and sign in the space provided. International customers can pay by means of their Mastercard or provide an International bank draft made out in Australian dollars.

Please make cheques and money orders payable to Freewheeling.

Postage and Handling: We now operate on a flat rate postal and handling system. When you have totalled your order select how you would like to have your order sent. For normal handling add the flat rate fee according to the value of your order. \$1.60 for orders up to \$10.00 and \$5.00 for orders over \$10.00.

With **Rush** handling your order is shipped on the day we receive your order by Priority Post or Air Mail if the Priority service is not available. The charge for **Rush** handling is a \$7.50 for up to \$10.00 order value and \$12.00 for over \$10.00 order value.

The flat rate handling system means that for larger orders the handling charge is less to you than our previous system of including postage and handling in the price of the item. Please note that our prices (with the exception of back issues and Freewheeling subscriptions) on all items now do not include postage and handling.

Telephone ordering is a new service available to Bankcard and Mastercard customers within Australia. All you have to do is phone (02) 264 8544 between 9.30am and 5.30pm Monday to Friday and we will take your order over the phone. If ordered items are temporarily out of stock we can instantly advise you when delivery is expected. Your account will only be billed when the item is sent.

International orders can be made by international bank draft (in \$AUS) or by using your Mastercard or affiliate cards (Access and Eurocard only). No international phone orders can be accepted. Handling charges for international orders are as follows: Up to \$10.00 normal; \$3.50 over \$10.00 normal; \$6.00 up to \$10.00 air mail; \$7.50; over \$10.00 air mail, \$16.00.

Back Orders: Though every effort is made to secure adequate stock on all our catalogue items, we are sometimes temporarily out of stock due to shipping delays and supplier difficulties. In order to speed up the notification process we ask customers to include a business hours phone number we can notify you at. Usually an advice card is sent out with incomplete orders and back order stock is always given handling priority when new stock is received.

Certification: Customers concerned about the postal handling of their order can specify certification. Simply indicate in the appropriate space on the order form and include the fee with order. Please note that a one off certification charge is all that is required per order. That is, if you order 3 books, only one certification is payable as all the books are sent in one package. Certification is only available on normal handling not on **Rush** handling or for overseas orders.

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Locality

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Telephone number Bus/hrs.

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RCYTRN Cycletron Games \$17.99
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RSPKCL Spoke Calculator \$6.50
RSTV27 Trangia Stove 27 \$37.25
RSTV25 Trangia Stove 25 \$41.10
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RKETXL Trangia Kettle (Lge) \$8.85
RKETXL Trangia Kettle (X Lge) \$9.71

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MO1RE1 Freewheeling No. 1 \$5.00
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MSET01 Back Issue Set No. 1 (4-9, 11-15) \$12.95
MSET02 Back Issue Set No. 2 (16-19, 21-23) \$8.95

Tee-Shirts Galore

Freewheeling limited edition Tee-Shirts are still available in the following designs. Once stocks have been exhausted the particular style and design will no longer be printed.



1983 Freewheeling Sydney to the 'gong Bicycle Tour Official Tee-Shirt

This year we decided to break away from last years formal logo design and produce a friendly shirt which could be worn of any occasion. We also decided to print these on 100% cotton and were lucky to be able to offer some sizes in the fashionable chinese style shirt with set-in sleeve and round neck. Out entire stock of 14—16 shirts sold out during the tour and a very limited number of shirts are available in 16—18 and 18—20 sizes.

As well as the white chinese shirts we had some 100% cotton buff coloured shirts printed. These are only available in 12 and 14.

A total of only 150 shirts were printed so hurry while stocks last. These shirts cost \$8.50 each plus postage and packing

(No p & p if included with other mail order items.)



Freewheeling — One for the Road

Our own design shirt still selling well in Pink, Blue, White or Buff poly/cotton with raglan sleeve. This 2 colour designer shirt was printed as a limited edition. Some colours in some sizes have sold out. Remaining shirts are available in the following sizes and colours: 10, 14, 16, 18, 20.

Please specify alternate colour in case 1st choice colour sells out.

These shirts cost \$7.50 plus postage and packing. (No p & p if included with other mail order items.)

FREEWHEELING
BOX K26 HAYMARKET NSW 2000
TELEPHONE (02) 264 8544.

Prices on books, accessories and travel packages do not include postage and handling charges

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The 1984 International Cycling Guide

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336 pages packed with information

Feature articles on:

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Get your copy now from your specialist bicycle dealer or from Freewheeling Mail Order.

Recommended retail price \$14.50

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Classifieds

Readers

Dealers

TourMates

Accounting: A brand new service for bicycle tourists — Hantrade/Freewheeling Tour-Mates.

In each issue a special classified section will be devoted to readers wanting to advertise for touring companions and trip departures.

If you are planning a tour and are seeking companions or want to join a tour, this service is for you. But here's the best part: the service is free.

You can participate by simply writing your name, address and notice enclosing a stamped addressed envelope.

Your Tour-Mates advertisement should be kept to 30 words (excluding name and address.) Ads over 30 words cost 20 cents per additional word (please include payment with ad.)

All ads published will need to contain your name and a contact address or telephone number. Ads received without name and addresses included will not be published.

So, if you are tired of the same old crowd use the Tour-Mates column to find new touring people and places.

Send your ad enclosing name, address and a stamped addressed envelope to **Hantrade/Freewheeling Tour-Mates Box K26 Haymarket NSW 2000.**

Touring companion(s) wanted for slow and easy trip into Qld particularly to see the Carnarvon Nat. Park and the Cairns-Cape Tribulation area. I plan to leave mid to late August, tour for about 2 months, possibly returning by train. Telephone: John 328 6457.

A few people for a cycle trip from Adelaide to Wollongong, possibly Sydney. Taking the Great Ocean Rd. Leaving Sept 21 and arriving Oct 11. Contact John Brown, 28/59 Collins St, Kiama NSW (042) 32 1714 (H) (042) 61 1416 (W).

Companion wanted for a tour, mid 1985, through Indonesia, India & Nepal. At least 6 months duration. Volunteer work along the way will be a distinct possibility. Alan Brockman, Nurses Home, Sutherland Hospital, Caringbah, NSW 2229.

Partner wanted for leisurely Camping trip up Qld. coast; Brisbane to Cairns. Approximately 8 weeks from end of August. Contact: C. Pakeman, 104 Boundary Street, Paddington, NSW 2021. Ph: (02) 332 2779.

TOUR NEW ZEALAND — Fantastic scenery, bargain rates accommodation, information and equipment. **JACK TAYLOR TANDEM.** \$150/mo. Bruce O'Halloran, 40 Amy St, Auckland 5, NZ. Ph: 59 1961.

FOR SALE

POSTER: Superb line drawing of 10-speed bicycle by Sydney artist Roy Gilmore. 635 x 400mm on quality chromacote card. \$6.99 post free.

Planargraphique Pty
Box 658 Manly 2095

Visa/Mastercard/Bankcard just quote number and sign.

Clay Kesting Custom Touring Bicycle. 531 Reynolds D/B. Sugino 50/34 crank. Rear cluster 32/14. Front & rear Blackburn panniers. Huret alloy derailleurs. Galli brakes. Cinelli H/Bars. Alloy rims. Phone: (02) 268 5709 (Bus). 328 7212.

Ten Speed Racing Bike. Campagnolo derailleurs, Cinelli handlebars & headstock Fiamm rims (singles), Royal Star (Malvern Star special) frame & forks and Brooks saddle. \$450.00 o.n.o. Ph: (049) 545 381.

RENT-A-CYCLE TASMANIA 10-speed, low gearing, all frame sizes, ladies or gents. Completely equipped for touring. Postal bookings accepted. Seven years hiring experience. Brochure, rates, your questions. 36 Thistle Street, Launceston, Tasmania. Phone: (003) 44 9779.

MAIL ORDER

The Num-Bum Protector. A sheep skin bicycle seat cover. Suits standard and racing saddles. Comfortable, durable washable. \$20 postage paid. Money back if not satisfied. Send cheque or M/O to C & N Locker, Happy Valley, Adamindaby NSW 2630.

Outdoors cooking the safe, speedy and silent way with high quality stove sets by Trangia of Sweden. Stove sets in two sizes with kettles and accessories to fit are now available. Delivered direct to your door by Freewheeling Mail Order. Use order form in this issue. Free catalogue sent with all new purchases.

Repairing your bicycle can be fun and save you money. We have the best Do-it-yourself bicycle maintenance books currently in print in our big bicycle information and accessories catalogue. Send for your free copy today. Freewheeling Mail order Box K26 Haymarket NSW 2000.

Bicycle Hire. Ten-speed touring bikes including Mountain Bikes. All sizes and shapes. Also racks, panniers, locks and lights. Inner City Cycles, 31 Glebe Point Road, Glebe. Phone: (02) 660 8605.

Wanted for Modelling Opportunities: Young men and women 18 — 38 are needed for occasional modelling assignments with bicycling themes. Only experience necessary: the ability to comfortably ride a bicycle. Sydney region. Fee paid. To register your interest, send recent photo and your height measurement to: Freewheeling Publications, Attention: The Publisher Box K26 Haymarket NSW 2000.

NOW IN STOCK



MUDGUARDS FOR MOUNTAIN BIKES

**HILLMAN CYCLES
44-46 GRANTHAM ST.
WEST BRUNSWICK VIC.
TEL.(03) 380 9685**

With regrets Bike Shop for Sale. Rose Bay Cycle Depot. Shop 5, Ian St. New & used, tree-lined Rose Bay, Sydney. Situated near Franklins. Lease ends Feb. 1985. \$785pcm. Phone: (02) 371 8543. Price negotiable.

AD RATES

Rates: Per issue 25 words or less \$6.25. \$0.20 for each additional word. Minimum 4 issues. Six issues 15% discount. Payment with order.

Your advertisement will be seen by over 12,000 readers, their friends and fellow cyclists nationwide. For details of full list of headings write to **Classified Ad. Dept. Freewheeling Box K26 Haymarket 2000.**

National Bike Events Calendar

Sunday August 19. The first ever Apollo National Mountain Bike Championships held in conjunction with the NSW Off-Road Championships over a tough course near the Central West NSW town of Sofala. Prize money for the winners in each of four categories. Contact Martin Whitely (02)982 6823.

August 18 - 29. Ride to Roxby. Organized by the Greenpeace Roxby Action Campaign a peaceful bike ride to the site of one of the largest proposed uranium mines in the country. Ride starts Sydney and meets Adelaide cyclists in Port Pirie. Train part of the way across NSW. Contact Meredith (02) 660 6605.

Friday September 7. Bikeplan Conference to be held in Brisbane and will bring together both interested and involved planners and bicycle advocates. Topics include safety, physical planning, vehicular and non-vehicular cycling, enforcement and engineering design. A must for any one professionally involved in bicycle planning. Freewheeling wholeheartedly endorses this important event. Contact Peter Brandis (07) 304 774.

Sat/Sun/Mon September 8/9/10. The Australian Bike Expo. This big display of all the latest models is to be held in conjunction with the annual Retail Cycle Traders Australia Bike of the Year Awards. World Trade Centre Melbourne. Information RCTA President Ken Emery (03) 870 1989.

Sunday September 16. The SA Touring Cyclists Association's Springtime Century. 100 km of great cycling in the countryside surrounding Gawler and visiting the Barossa. Entries close September 12. Contact Mike Doube (08) 278 1669.

Sunday October 7. Sydney's fun fund raiser ride the Sun Herald Pedal for Heart in aid of the National Heart Foundation's 1984 Heart Appeal is on for young and old this year over a 30 km course based on Centennial Park. Incentive prizes. For entry forms phone 211 5188. Entries close September 28.

Sunday October 14. The Bicycle Institute of NSW is holding its annual event ride on a completely new course around the Sydney metro area. Full details phone BINSW (02) 264 8001.

Saturday/Sunday October 13/14. The Repco 1984 Fat Tyre Classic. A 40 km course for fat tyre enthusiasts in the Kingslake area near Melbourne. Organized by the Fat Tyre Flyers Club. Race section for expert and novice. Prizes and Bar-B-Que on Saturday evening. Contact Kim Banks (03) 830 5902.

16 - 20 November. State wide Ride. 1800 km ride to raise funds for Epilepsy by four hardy riders. Enquiries to John Butler (056)299 551.

Sunday November 25. The third annual Sydney to the 'Gong Bicycle Ride. Ride this excellent 85 km course to the city of steel. Fantastic scenery. Great company and smooth organization make this a day to remember. You can do it! Prizes for the best decked-out team of four riders. Entry forms in this issue of Freewheeling from Sydney and Wollongong bike shops from September on. Entries close November 9 and are limited to 2000 riders so get yours in early. Contact Freewheeling (02)264 8544.

Saturday December 1 to Sunday December 9. The Great Victorian Bike Ride. Nine days of fun and friendship on this fully supported bike tour. Entry forms in Freewheeling. Free train from Melbourne or special train from Sydney. \$75 entry includes Souvenir Guide Book, breakfasts, patch, baggage shuttle, tee-shirt and back up support. A chance to get involved in one of Australia's great cycling rides.

Sunday December 2. Green Valley Twin Century. Sydney's longest running annual touring event is a must for you this year. Distances to suit every one from the enthusiast to the beginner. 50, 100, 150 and 200 km courses. All rides take you through the western rural areas of Sydney. Contact Russell Moore 608 1125.

RECORD BREAKING PERFORMANCE.

We've broken more world records than any other tire introduced in the last 20 years.

Why? How can a wired-on tire compete so successfully with more expensive sew-ups?

Well to start with, the TURBO doesn't come unglued under pressure.

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In fact, it took only one splash of hot glue thrown from an overheated tubular to start us thinking about designing a better tire.

And anyone who's ridden down a long hill and watched a tubular begin to crawl off a rim might well come to the same conclusion.

So we built our

TURBOS like clinchers. But we used Dupont's miracle Kevlar® bead, so they're 20% lighter, yet far stronger than conventional designs.

Then we designed an aggressive herringbone tread, sidewall ribbing and raised center ridge, computer matched for each tire width.

PERFORMANCE IS MORE THAN SKIN DEEP.

But our winning ways extend beyond our famous tread pattern.

We carefully consider every fabrication step. Lighter, tougher, stronger, we're always pushing the limits of existing technology.

Take PSI ratings for instance. While our TURBOs are conservatively rated at 100 PSI, we know that in competition they often must endure nearly twice that pressure.

our supple, double layers of fine-weave cord, produce the "resilience" so often applauded by TURBO riders. The elasticity of our casings allows more information to be communicated to your body through our tires.



Every tread cap is hand fitted and inspected for trueness.

Each TURBO sidewall has a coat of clear rubber to protect against cuts.

A special UV inhibitor extends tread life.

Premium, bias-ply opposition layering rivals finest tubular construction.

Kevlar® ensures a perfect fitting, true seating tire with no high spots.

Our computer proportioned tread design maximizes handling.

And because TURBOs resist load displacement, they maintain their round profile in hard cornering. So road feel is constant. Even under critical competitive conditions.

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Want the set-up that placed 1st and 2nd in the Great American Bicycle Race? Just mount a pair of TURBOs on today's sophisticated wheels, it's that simple.

And TURBOs retail for about half what you'd expect to pay for a comparable tubular, with none of the hassle.



SPECIALIZED®

MODEL	TURBO/S		TOURING TURBO	
Best Use	High Performance, Racing		Sport Touring, Training	
Size	27x1	700x25c	27x1 1/8 700x28c	27x1 1/4 700x32c
PSI	100	100	95	95
Casing	#106	#106	#66	#66
Gram Wt.	195	195	250	280

So we combine a four strand bead design with very precise molds for a fit so uncanny, our blow-off pressure is an incredible 245 PSI. (In our own tests, we've actually had rims come apart at the seams before a TURBO would blow off.)

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You may not want to tour the world or cross the country, but when you do you can be sure that there's a range of quality Karrimor bags to suit your task.

For the serious and committed user the Kabriolot range (below right) combines the proven strength of KS100e fabric with the latest developments in pannier Bag design. Kabriolot bags all feature the unique Kobrg hood designed to keep the rain out but allowing the rapid access of zipper fastening.

For the weekend and occasional user, the Karrimor standard range offers bags in either KS100e or stain resistant Silvaguard fabrics. Standard range bags offer tried-and-true Karrimor designs in a large number of shapes and sizes.

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All bags made with the KS100e fabric are guaranteed for the lifetime of the user. Bags made from Silvaguard fabrics are guaranteed for 5 years. This guarantee does not apply to bags and equipment brought by professionals, outdoor centres, or activity groups. Not transferable. KS100e and Silvaguard are registered trade marks.



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